

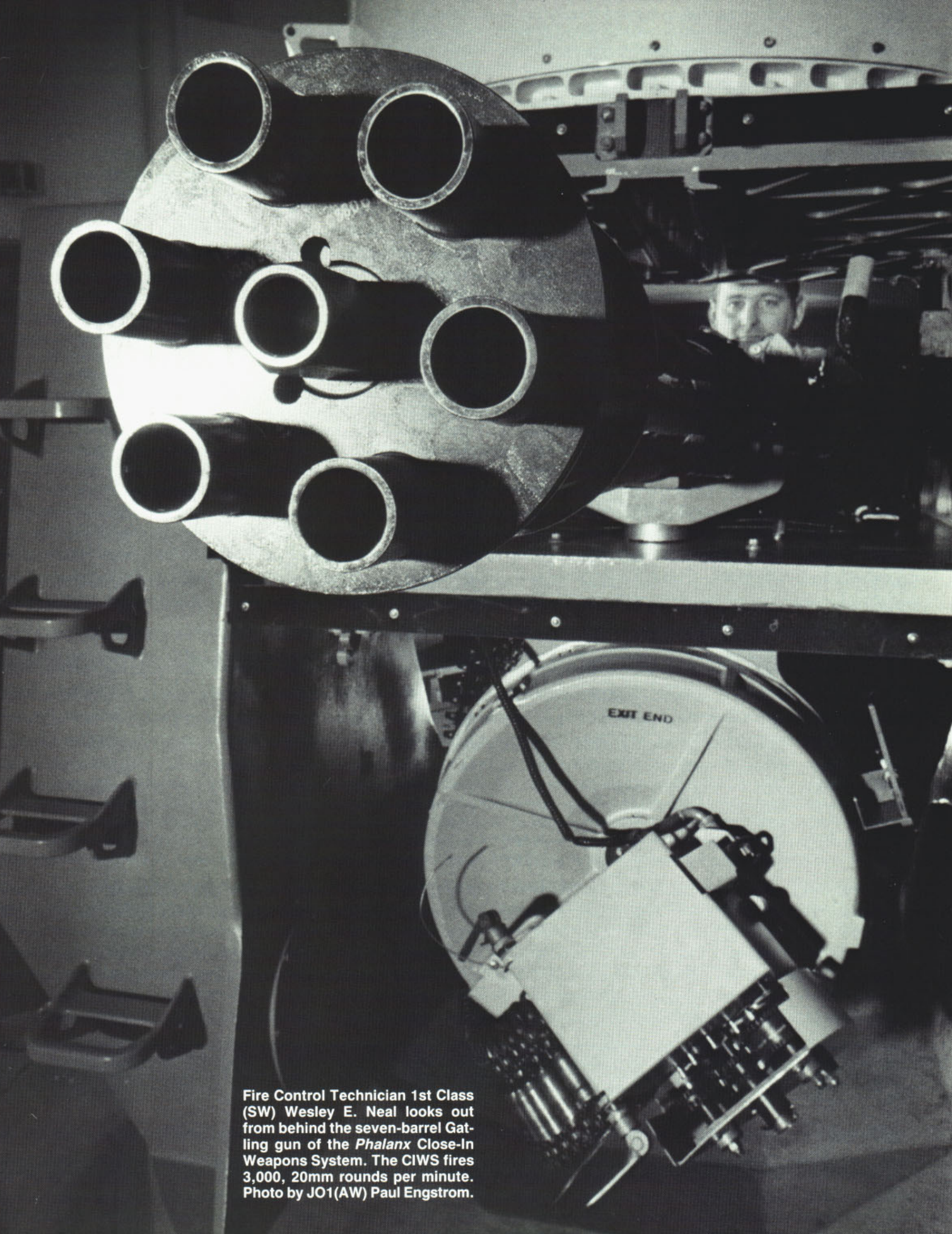
ALL HANDS

MAGAZINE OF THE U.S. NAVY

JULY 1989



-
- Navy Band
 - Alaska cleanup
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Fire Control Technician 1st Class (SW) Wesley E. Neal looks out from behind the seven-barrel Gatling gun of the *Phalanx* Close-In Weapons System. The CIWS fires 3,000, 20mm rounds per minute. Photo by JO1(AW) Paul Engstrom.

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NIRA also publishes *Navy Editor Service*, *Navy Family Lifeline*, *Captain's Call Kit*, *Navy News Service* and *Information for Your Use*.

All Hands (USPS 373-970; ISSN 0002-5577) is published monthly by Navy Internal Relations Activity: 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Second-class postage paid at Alexandria, VA 22314, and additional mailing offices.

Subscriptions: Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Price: \$15, U.S. and FPO; \$18.75, foreign. Make checks/money orders payable to: "Superintendent of Documents, GPO."

Postmaster: Send address changes to NIRA, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007.

Editorial Offices: Send submissions and other correspondence to: NIRA, Print Media, Attn: Editor, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Phone (703) 274-6208 (AV 284-4455) for editorial; (703) 274-5953 (AV 284-4315) for distribution.

Message: NAVINREACT WASHINGTON, DC.

Authorization: The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

ALL HANDS

MAGAZINE OF THE U.S. NAVY
 JULY 1989 — NUMBER 868
 67th YEAR OF PUBLICATION



Photo by PH1 Ted Salois

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Front Cover: MUC Peggy Carr warms up before a concert during the U.S. Navy Band's national tour. See story, Page 20. Photo by PH1 Chuck Mussi.

Back Cover: French horns are an integral part of the brass section of the Navy Band. See story, Page 20. Photo by PH1 Chuck Mussi.

News You Can Use

Pay and allowances

Advance pay changes

Justification is now required when a service member requests an advance outside the normal parameters of one month's basic pay (less deductions), a 12-month repayment schedule or an eligibility window of 30 days before departure to 60 days after arrival. The justification must illustrate extenuating circumstances, severe hardship or unusually large expenses that require an extension of the normal parameters. The justification must be provided, in writing, to the commanding officer in several important cases:

When a service member requests more than one month's basic pay, but no greater than three month's basic pay (less deductions), justification is required. It must be indicated that out-of-pocket PCS expenses meet the amount of advance requested as follows:

- A list of actual or anticipated expenses.

- An explanation of individual circumstances when greater-than-normal expenses might be incurred, such as a house- or apartment-hunting trip, support of two households when the service member is unable to rent or sell a house at the old duty station, down payment on the purchase of a house or excess household goods shipment charges.

Justification is required when a service member requests a repayment schedule in excess of 12 months, but no longer than 24 months, because of severe hardships such as:

- Specifics of a financial situation that might indicate a severe hardship in repaying the advance in the normal 12-month period.
- Outstanding debts that will significantly reduce a service member's pay.
- Support of a large number of dependents.

When a service member requests an advance outside the window of 30 days before departure to 60 days after arrival, written justification must be submitted. When extenuating circumstances warrant, authorization may be given for an advance of

Personnel issues

Navy sponsor program

An upcoming change to OpNavInst 1740.3 will require assignment of a sponsor for *all* permanent change of station transfers, both stateside and overseas.

Assignment of a sponsor is intended to provide positive first impressions and help develop a strong sense of well-being for new arrivals. The sponsor is usually the first contact the new member has with the new job.

The enlisted requisition time has been expanded from seven months to nine months, which also provides additional time for the receiving command to assign a sponsor.

CNO recommends sponsors be E-5 or above and that detaching members *not* be assigned as sponsors. Each sponsor must be thoroughly briefed on the responsibilities of the assignment, attend sponsor training and be motivated to do the best possible job. For more information, refer to OpNavInst 1740.3. □

Double credit for Orion sailors

Personnel assigned to USS *Orion* (AS 18), homeported in LaMaddalena, Sardinia, will receive double sea duty credit if they extend their tours at least one year.

Members assigned to *Orion* are eligible to receive one of the options available under the overseas tour extension incentives program.

More information on this program can be found in the *Enlisted Transfer Manual* (Art. 4.11), in NavOp 3/89 or contact your career counselor. □

up to 90 days before departure or 180 days after arrival. Justification must be specific to indicate the circumstances requiring an early or late advance of pay, as follows:

- Early or late arrival of dependents.
- Extended delay in acquiring permanent housing.

Commanding officers, or their designated representatives, must provide the service member's personnel support office with a written authorization for the following:

- Any advance pay to service members in grades E-3 or below.
- Any advance of basic pay greater than one month, less deductions.
- Any advance pay repayment schedule greater than 12 months.
- Any receipt of advance pay prior to 30 days before departure or 60 days after arrival.

Any pay advance related to a PCS move must be paid back prior to the authorization of another pay advance for a different PCS.

For more information, refer to NavOp 129/88. □

Voting assistance

Voter slogan contest

The Federal Voting Assistance Program is looking for original slogans to increase voter awareness and inspire people to vote. The winning slogan will be used on posters, in voting manuals, in various publications and in other media materials during the 1990 media campaign.

The winner will receive a certificate from the Secretary of Defense and the military service with the highest percentage of individual participation will also receive special recognition.

Send slogans, art work or both to the FVAP, Office of the Secretary of Defense, The Pentagon, Room 1B457, Washington, D.C. 20301. Slogans should be submitted on 8 1/2" x 11" regular letter-size paper, with full name and mailing address. Entry deadline is July 31, 1989. Contact your voting action officer or call FVAP at (202) 695-0663 or Autovon 225-0663. □

Second look for senior sailors

A special E-7/E-8/E-9 selection board has been established to consider senior enlisted personnel for advancement who were not considered through no fault of their own.

Examples of those sailors who may qualify for reconsideration include sailors who have converted ratings and were screened for their pre-conversion rating; sailors who were forward-deployed on submarines and did not get the necessary paper work submitted before leaving, missing their boards; or sailors who finished their advancement requirements, but did not have them entered in their service records on time.

Candidates will be considered on a case-by-case basis and, if eligible, will have their records compared against those considered by the regular board. Requests for reconsideration must include the sailor's name, SSN, PNEC, regular board concerned, summary of error, command endorsement and must be received at NMPC-221 by Jan. 1, 1990.

For more information, contact NMPC-221 at (202) 694-2763 or Autovon 224-2763. □

USS *Iowa* families' fund

A special fund for the families of sailors lost aboard the battleship *Iowa* in the April 19 turret explosion has been set up in Norfolk.

Contributions may be sent to: USS *Iowa* Fund, P.O. Box 3008, Norfolk, Va. 23514.

Make checks payable to "USS *Iowa* Fund."

The donations will be channeled to *Iowa* family members through the United Way of South Hampton Roads.

For further information, call (804) 446-1400. □

USS *Juneau* adapts to new mission

On scene in Prince William Sound, Navy units and know-how are put to a different test.

Story by JO1 Lee Bosco

The ever-expanding role of the Navy in foreign and domestic affairs has widened to include the emergency effort to clean up the United States' largest oil spill.

On March 24, 1989, while sailing outbound from Valdez, Alaska, the supertanker *Exxon Valdez* ran aground and lost 10.9 million gallons of crude oil into Prince William Sound, 100 miles southeast of Anchorage. This catastrophe triggered a series of events that landed hundreds of Navy personnel along some of the most remote parts of the southern Alaska coastline.

Within hours of the disaster, Exxon and the state of Alaska requested

governmental aid in the monumental cleanup effort. The Coast Guard was tasked with organizing the entire operation and managing the military equipment needed to begin the oil recovery.

Coast Guard officials at Valdez soon requested two oil-skimmers from the Navy's supervisor of salvage at Naval Sea Systems Command. On Easter Sunday, operators from the Navy's Emergency Ship Salvage Material System at Naval Communication Station, Stockton, Calif. were en route to Valdez with two *Marco* class-V skimmers.

Due to the enormity of the spill, NavSea was soon tasked with pro-

viding 20 more oil-skimmer systems. More than 100 contract operators and supervisory personnel were dispatched to Valdez with the skimming equipment, which came from both Stockton and Naval Support Center, Williamsburg, Va. In all, 700 tons of gear were airlifted, by C-5s and C-141s, to Valdez. The Navy had to set up a management and support complex at Valdez to assist the Coast Guard in putting the Navy assets to work. A leased vessel carried a maintenance facility from skimmer to skimmer, keeping them all operating at maximum efficiency.

So far, the Navy's efforts have paid off; NavSea experts say 50 percent of



U.S. Navy Photo

all floating oil recovered so far from the spill has been accomplished by the Navy.

Bad weather forced delays in the cleanup. As workers and equipment gathered to begin the unprecedented operation, the Navy was called on to provide a ship that could support the growing number of people involved in the cleanup. In response, USS *Juneau* (LPD 10) sailed from its home port in San Diego. *Juneau* arrived at Valdez on April 24 to provide vital support services, including berthing, food service, transportation, medical facilities and equipment support for oil-spill workers. On April 24, Secretary of Defense Dick Cheney ordered USS *Fort McHenry* (LSD 43) to the disaster area to assist with communications and housing.

Juneau also served as command ship for the Alaska oil-spill task force operations.

As civilian cleanup workers joined the 550-man crew aboard *Juneau*, comments on living conditions of the visiting cleanup workers ranged from, "I wanna go home," to, "This is super, just like the Ritz."

Juneau crew members helped the civilians find berthing areas and guided their new shipmates around the ship to familiarize them with what would be their home for the weeks ahead.

Although they had been forewarned, some of the new crew members brought along too much personal gear. The cramped confines of the berthing areas gave them cause for concern. "I thought my things might not fit, but I need my personal products (makeup, perfume and hair-spray) — after all I'm a lady, you know!" said one woman team member.

The cleanup crew also included fishermen already accustomed to the tight confines of shipboard life. The living spaces aboard *Juneau* seemed luxurious to these "old salts" and they were happy to be part of the

Navy's vital new mission in their endangered home waters.

The ship arrived with much needed support equipment including two CH-46 *Sea Knight* helicopters, 15 *Zodiac* boats and three four-wheel-drive, all-terrain vehicles. In addition, *Juneau* brought nine 56-foot mechanized landing craft, capable of carrying up to 120 passengers or 34 tons of cargo, two 36-foot landing craft vehicles and personnel carriers capable of carrying 36 passengers or several light vehicles. The cleanup crew also made use of two 17-passenger, 36-foot light personnel landing craft and two 25-foot light amphibious resupply craft with on-land driving capability — all delivered by *Juneau*.

Juneau also provided the cleanup team with a fully equipped machine shop, engine repair shop, motor rewind shop and electronic repair shop. *Juneau* also has a complete medical and dental facility, including a ten-bed medical ward.

In addition to the regular crew, *Juneau* was home to the Alaska Marine Air/Ground Task Force, an 89-member team organized especially for the cleanup effort from various Fleet Marine Force Pacific units and a 52-member crew to operate transport boats from USS *Mobile* (LKA 115), USS *Durham* (LKA 114) and Naval Amphibious Base Coronado, Calif.

Exxon has pledged to pay some reimbursement of Navy costs for the massive cleanup effort. There is no estimate of the final cost in dollars and cents for this emergency action.

The task force was visited by Vice President Dan Quayle on May 4. The vice president called the cleanup, "a very coordinated effort to return this beautiful part of our country back to what it was." □

Bosco is a photojournalist assigned to All Hands.

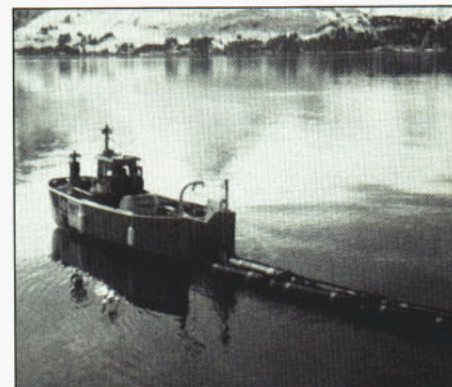
Left: USS *Juneau*. Below: NavSea provided the gear for clean-up operations in Prince William Sound.



U.S. Navy Photo



U.S. Navy Photo



U.S. Navy Photo



U.S. Navy Photo

Fit to be Navy

The Navy's health and fitness program is in great shape and getting stronger.

Story by JO1 Jim Quirk

Gunner's Mate 1st Class Jack Fogarty remembers his boot camp training as though it were only yesterday and not 20 years ago.

"It was a time in my life when I never felt more physically fit," said Fogarty.

"We didn't have to worry about PT. We marched a lot and, if we screwed up, we did pushups. If you were out of formation, you ran double time," he recalled. "But I also remember crowding into this small room full of smoke from all the cigarettes. And liberty was a beer blowout in Chicago," Fogarty recalled. "But back in those days, that was all part of being a sailor."

Today's recruit comes into a different Navy environment. Smoking is not permitted at the Navy's training command and sailors are more concerned than ever about their health and physical readiness. The sailors of the 90s — and beyond — will have to be both physically fit and mentally alert, for the naval warfare world of the next century will be complex, demanding and dangerous.

The emphasis on physical readiness in recent years has shifted from simply passing a twice-yearly physical fitness test to helping Navy people change their lifestyles, said CAPT Julius W. Dell, director of health and physical readiness at NMPC.

To assist the fleet and shore stations in this effort, the pride, profes-

sionalism and personal excellence division has developed a packet of information as a guide to commanding officers in implementing a health and physical readiness program. Entitled "Forge The Future — Fit Today for Tomorrow's Challenges," the packet contains resource listings, publicity materials, fitness coordinator materials and safety officer materials, all designed to help the commanding officer "keep people on-line, enhance productivity, boost morale and increase retention."

"We can't assume that people are fit — we have to be sure. Current operations show clearly the kind of sustained alertness and instant response often required at a moment's notice," said ADM C.A.H. Trost, Chief of Naval Operations.

The Secretary of the Navy requires every command to have a comprehensive health promotion program to maintain operational readiness, maximize individual performance and reduce health care costs. The Department of Defense has likewise mandated a health policy "to improve and maintain military readiness and the quality of life of DoD personnel and other beneficiaries."

"Our job is to assist the leadership in the field from the COs to the fitness coordinators, from the family service centers to health care providers, from the mess stewards to the athletic directors. We're here to help

them and make recommendations for changes to policy when they become apparent," said Dell.

As the CNO said, "This campaign will work because of leadership involvement . . . and because good health and fitness make good sense."

There is evidence the Navy is becoming more physically fit, according to the latest data. Results from the 1987 and 1988 Navywide PRTs show that 95.6 percent of 442,006 sailors passed their 1988 tests, compared to 93.8 percent of 437,432 members in 1987. In addition, fewer members were medically waived (4.6 percent compared to 4.9 percent) and fewer members were diagnosed as obese (1.9 percent compared to 2.1 percent). That means some 8,500 *more* sailors met minimum PRT standards in 1988 than in 1987.

Much of this increase in overall Navy fitness can be attributed to the hard work of Navy fitness coordinators.

These key players in the Navy fitness campaign are often more than mere collateral duty types. Navy fitness coordinators can go on to become certified exercise leaders through the American College of Sports Medicine. And they have a reference and training manual to provide them with guidance. Soon the Navy will be publishing an updated version of OpNav 6100.1D, the instruction on PRT. They have also de-



veloped a software program to assist coordinators in their reporting process, prepare letters of appreciation and Page 13 record entries as well as calculating data.

The Navy has sent teams of professionals to stateside and overseas commands to conduct seminars on good health. The seminars deal with nutrition, stress management, hypertension, weight control, physical readiness testing, how to stop smoking and preventing lower back injury.

LCDR Edward J. Marcinik, a member of one of those fitness teams, said many commands have excellent physical training equipment facilities, but activities are not well organized. "More command fitness coordinators need to organize a safe and effective program," he said.

However, he also noted numerous commands that have effective programs and are successful in encouraging people to become more physically active. For instance, he cited the Naval Training Command in Orlando, Fla., which promotes health fairs and other recreational programming that gets people involved and special fitness attractions to bring out families and retirees.

At the Naval Station in Jacksonville, Fla., 40 participants at the executive level attended a one-hour briefing on the program and 80 members, from all levels of the command, spent a whole day learning from the pride, professionalism and personal excellence team how to promote better health and physical readiness.

"It was a very good seminar. We got

Crew members jog around the "steel beach" of an escort ship in the Persian Gulf. More and more sailors are taking "fitness breaks" during operations.

a lot of good information and the questions document the high level of interest," said LT Nancy Blankenship, assistant staff judge advocate at Naval Air Station, Jacksonville. She coordinated the event, which required considerable advanced planning, because there are so many commands spread throughout the Jacksonville area.

"It wasn't a problem to get people to come to the seminar," she said, "because health and physical readiness is a top priority."

Blankenship observed during the event that health and fitness are often

Fit to be Navy

For sailors with a commitment to fitness, staying in shape is just as important as getting into shape.

hotly discussed topics out in the fleet.

"People are concerned about many things in this area," she said. "There are gray areas in policy that obviously need working out. For example, some people want a walking test so that we can do the same thing in a less stressful way."

But, clearly, one of the hottest topics is smoking policy. "I thought the smoking cessation issue was going to be a small part of the seminar, but it drew very heated discussion, especially on the topic of designated areas," she said. There was also a question of consistent enforcement of the policy, Blankenship noted. "Some commands are really laying down the law and some are not taking any action at all," she said.

Blankenship also observed that compliance with fitness standards has increased since the Navy made physical fitness a prerequisite for advancement or change of station orders people are taking the program more seriously. "Anytime you affect someone's pocketbook or duty station, you are going to get their attention," she said.

Another important means of encouraging compliance with fitness standards is by command example, according to LCDR Michael D. Curley, another seminar team member. "We find the most effective programs where commanding officers and the senior staff set the example.

"It makes sense to give the crew time off to exercise," Curley said. "It may be logistically difficult in some cases, but it will increase productivity through alertness and stamina, make the crew feel healthy, help them deal with stress and build esprit de corps."

According to Curley, "There is evidence that the program is working. The average time for the one-and-a-half-mile run has decreased by 30 seconds in the last four years. The num-



U.S. Navy photo

ber of situps is up and the average percent of body fat is down," he said.

But there is more to Navy fitness than exercise. Fitness team member LCDR Kim Taylor concentrates on smoking prevention. A former smoker himself, Taylor advocates the "complete elimination" of what he refers to as "an addiction. It is the most preventable cause of premature death," Taylor said. "Our smoking rates are a lot higher than civilian rates — 44 percent for military compared to 28 percent for civilian."

According to the Navy, the highest smoking rate is found among sailors assigned to surface ships, fully half of whom smoke. Men are more likely to smoke than women and more enlisted smoke than officers. About 20 percent of Navy people who attempted to quit smoking during the last two years have been successful, many without the benefit of formal smoking cessation programs.

The fitness team also meets with other professionals concerned with health and physical readiness throughout the Navy community including dietitians, athletic directors,

morale, welfare and recreation personnel, physical therapists and the staffs of family service centers. Together, they share up-to-date information about the best ways to help sailors become healthier and more fit.

As the coordinator for Navy health promotion, the health and physical readiness division interacts with many public and private experts on the subject.

Navy health promoters draw on the expertise of others to develop a variety of printed and video materials. Videos are available from Navy libraries at the training and support centers in Norfolk and San Diego. Navy publications on health are available at the distribution center in Philadelphia.

For more information on what you can do to contribute to the Navy's effort to promote health and fitness, write: Health and Physical Readiness Division, NMPC-68, RM-G809, Washington, D.C. 20370 or call (202) 694-5742, Autovon 224-5742. □

Quirk is a reservist with NavInfo 101, Boston.

Fit around the fleet

Sailors come up with innovative ways to stay physically fit.

Story by JO1 Jim Quirk

The physical readiness coordinators throughout the Navy are only limited by their imagination and willingness to meet the challenge in the Navy's campaign to promote health and physical fitness.

Interviews with fitness coordinators and recreation specialists show that their efforts, if supported by the chain of command, produce positive results.

In the most successful cases, the command leadership has not only given its support but has become a participant in the fitness program. By involving everyone in the chain of command, the fitness effort is aimed at making participation a fun thing rather than a grueling, mandatory event.

An excellent example of total participation is found aboard USS *Mobile Bay* (CG 53). The command fully supports the fitness effort through participation and outfitting of teams representing the ship, according to LTJG Mike Hill, ship's athletics officer. "We have teams in tennis, bowling, softball and golf. We're the ship the others come to beat," said Hill. "Our best golfer is the captain and he likes to take junior enlisteds to the course to teach them the game."

The cruiser's physical readiness coordinator is LT Al Wallace, who ap-



proaches his job with zeal. When he took the job, he realized, "I had to become smart about the subject." He studied up, and the results of his fitness research have had an effect on the entire crew. The new salad bar and the physical fitness equipment room offer attractive alternatives to greasy foods and the bar scene. From the moment a sailor reports aboard, his health and physical readiness comes under scrutiny. "We work very patiently with anyone having prob-

Top: AD1(AW) R.E. Nicholson and AZ2 Pamela Korbe run around Norfolk Naval Base's perimeter. Above: USS *Kitty Hawk* (CV 63) crew members "ride" their bicycles on the flight deck.

lems either with their weight or conditioning," Wallace said. If someone needs expert advice to get a problem under control, Wallace sends the sailor ashore for as long as necessary, up to six weeks. The physical training efforts have paid off with the ship garnering highest point totals in



Photo by PH2 Mark Kettenhofen

U.S. Navy photo

Fit around the fleet

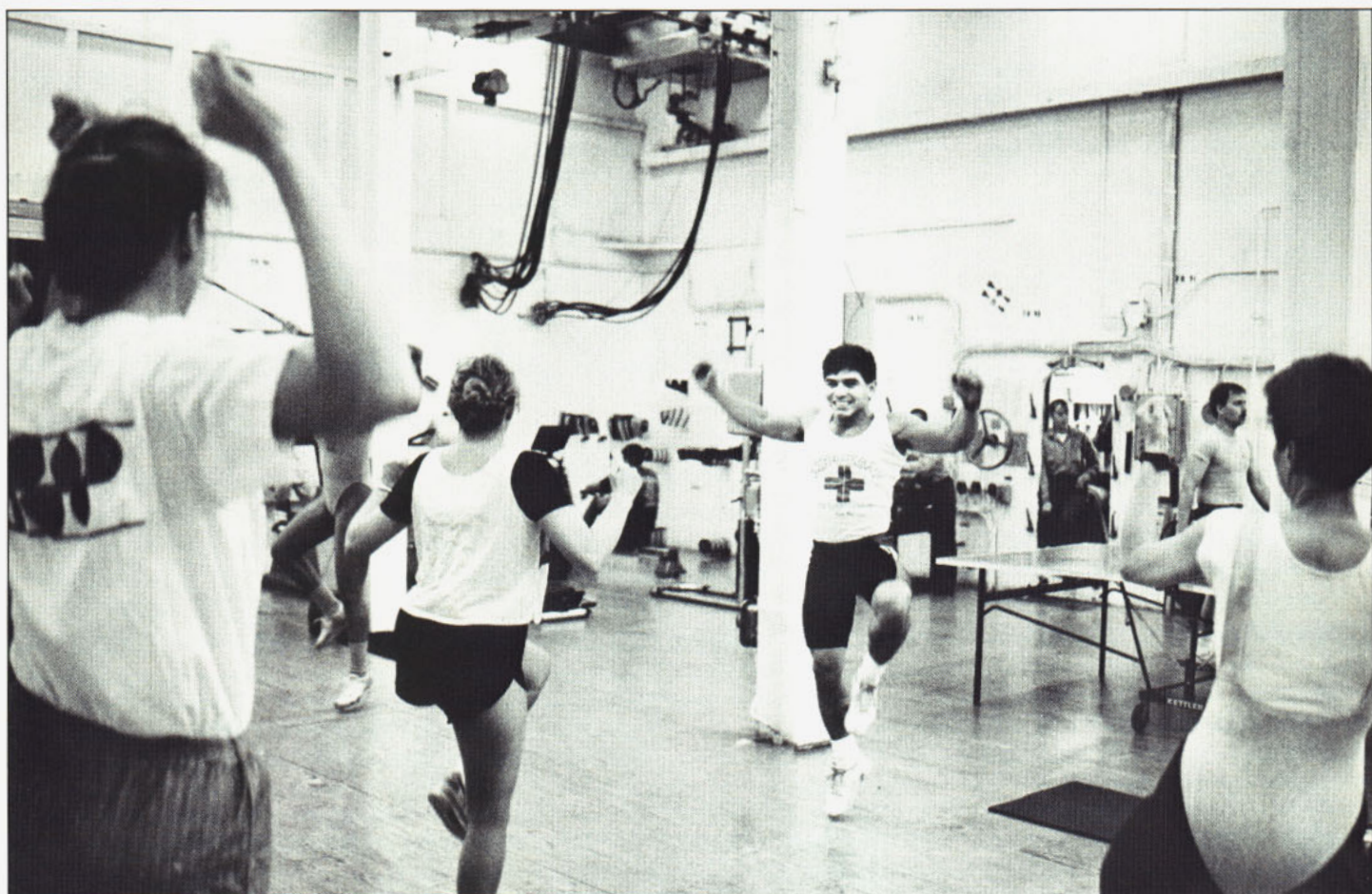


Photo by PH2 Mark Kettenhofen

sports competitions and numerous athletic awards.

"We care about our people," said the ship's physical readiness coordinator. "We provide a system and the information to encourage them. Deep down, everybody wants to look good but they often lack either the tools or knowledge. Once we help them feel good about themselves, we help reorient their attitude so they can stay that way."

Athletic Director Charles J. Plisco at Naval Training Command, Orlando, Fla., goes all out to find ways to generate interest in physical activities.

"Last year we had a picnic for Armed Forces Day," Plisco said. "It was like a carnival, involving a whole bunch

of different events and competitions. Naturally, the most popular 'event' was throwing a ball that dunked the commanding officer in a tank.

"But seriously, we do try to promote the idea that physical readiness isn't just pushups and situps, but it can be fun as well," he said. "We have swim meets and other competitions almost all the time."

Plisco no longer abides by the old adage that says you can't organize activities over the weekend since most sailors want to go ashore. "We found sailors will participate if you organize the events. We had so many come out for one basketball tournament, we were able to organize 60 teams," he said. "We regularly organize sports tournaments for all ages, and we in-

MM1 Robert Vera leads an aerobics class on USS Hunley.

clude families and children. We have a women's softball league and use dependents to fill out the teams," he said.

With the support of the family service center, Plisco has organized a health fair next to the Navy Exchange, setting up booths for blood pressure testing and offering other health resource materials. "The dental people offered free oral cancer screening and there was even a vet clinic for pets," Plisco said.

The fitness coordinator for Helicopter Sea Control Wing 1, NAS Nor-



Hunley's special services director, Louanne Davis, monitors the read-out of a computerized rowing machine.

folk, saw her job as more fun than work. It became her personal challenge to get the 35-member unit in shape.

"I try to encourage others and help them by running with them if they want me to," said Aviation Maintenance Administrationman 2nd Class Pamela Korbe. She assisted several senior enlisted people in losing pounds by setting up, and then participating in, exercise programs for them.

"We used to practice for PRT every two months, which made it easier for the actual test," she said. "But because our people fly out a lot, it was difficult to keep up."

But Korbe kept up. Even while she was pregnant, she kept in shape by walking two miles up until two weeks before delivery. After the birth of her child, she returned to running and lost the weight she had gained the previous nine months.

Michelle Caporale, fitness coordinator at Naval Station in Long Beach, Calif., is striving to acquaint the 30-plus ships — including two battleships — with the programs she offers. Among her most successful efforts — a weight management program that includes information on diet and an exercise regimen. She also offers a fitness "pre-testing" program that gives people their physical condition *before* they begin exercising.

Louanne Davis, the recreational specialist for Submarine Squadron 8

on board USS *Hunley* (AS 31) in Norfolk, has seen to it that a variety of activities, including competitive events and tournaments, are now offered. The squadron even has a running team. "The skipper and chaplain are avid runners, so we offer that and other aerobics," she said.

Hunley converted a missile magazine for use as a gym. "It gets really heavy use, especially underway," she noted. Sailors can simultaneously hold a three-on-three basketball game, four-on-four volleyball game and operate about six pieces of fitness equipment at the same time in the gym, which can also be used for personnel inspections, lectures and variety shows.

Kris Carpenter, the director of the fitness and wellness program at Naval Station San Diego oversees a staff of 13 instructors at various fitness centers, a fitness coordinator, a nutritionist and an exercise physiologist. In addition to taking care of station personnel, this team offers services to the 89 ships homeported there. Carpenter and her staff recently began bringing their program to the ships, offering weight control advice. The team operates out of a motor home equipped for physical fitness testing. "We offer a barrage of exams from a cholesterol check to a heart test. We hold frequent seminars on weight control, stress management, nutrition and heart disease," she noted.

Officials at Naval Base Seattle are

still analyzing the results of a pilot program entitled "Life Enhancement Ashore and Afloat."

Through the use of computers, individuals can get a "self-health appraisal" and the command is able to develop a profile of its personnel's needs for planning a fitness program.

Fleet recreation has established a library of 70 videotapes emphasizing health and fitness that are required viewing as part of general military training. "The sailors never know whether it's going to be a wacky video on western dancing or skateboarding or a serious piece on heart disease," said Marie Capogna, fleet recreation coordinator. She said if the program is adopted Navywide, they will have to figure out a way of setting up a lending library and increasing the tape selection.

Capogna said the fleet recreation people schedule quarterly health and fitness events "that are purely recreational — for no other reason than to get together and have fun." For instance, one unit went river rafting and another had a seafood barbecue.

These are only a few of the examples of innovation and determination that enable health and fitness coordinators to provide sailors with whatever they need to help them stay fit around the fleet. □

Quirk is a reservist with NavInfo 101, Boston.

Cuppa joe

Good to the last mug.

Story and photos by PH2 Carl Duvall

Coffee — ask any true sailors about coffee. Their responses sound like television commercials. Coffee helps wake them up in the morning, keeps them “wired” throughout the day, keeps them alert at night. When it isn’t perking them up, it helps calm them down.

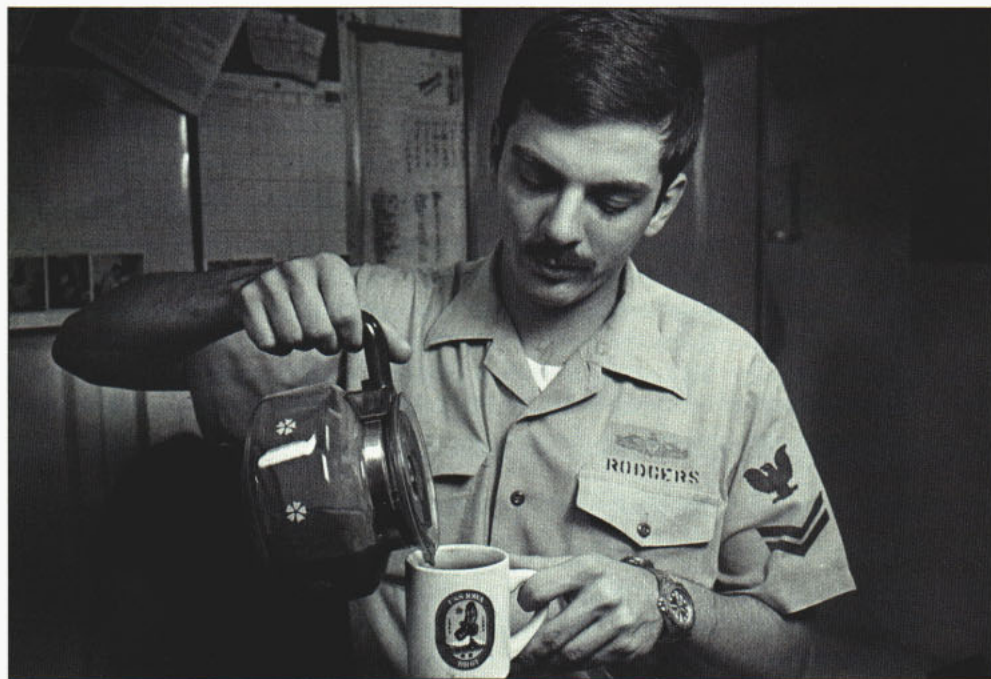
It’s light, dark, bitter, sweet, hot, cold and has an aroma anywhere from burnt to beautiful.

On board every Navy ship, coffee is generally considered the lifeblood of the fleet. The sailors of USS *John F. Kennedy* (CV 67) are no exception.

Every “JFK” coffee aficionado claims membership in the best coffee mess on board and has intimate knowledge of the strengths and weaknesses of each individual coffee mess throughout the ship.

Based on this knowledge, some tailor their coffee drinking to suit their mood, or help create one, by sampling a cup from the crew’s mess deck (where the brew is generally of a lighter nature), from the stalwart standard in the chief’s mess, or from the power-punch jolt from the espresso machine in the officer’s wardroom. Air wing coffee is rumored to taste like JP-5 jet fuel.

According to assistant supply officer LCDR John Proctor, coffee is



served at all formal dinners and receptions. It’s a regular part of every menu. “I’ve been doing this for more than 22 years and I would never consider serving a meal without serving coffee,” Proctor said. “Leaving out coffee would be as bad as leaving off a napkin.”

For a full crew, with air wing on board, *Kennedy* supplies 48,000 pounds of roasted coffee a year. That makes about 144,000 gallons (about

Above: MA2(SW) Larry Rodgers pours what he thinks is the “best coffee” aboard USS *Iowa* (BB 61).

1,152,000 cups) annually. If those figures are a little too difficult to comprehend, just figure about 24,000 eight-ounce cups a week. The coffee is issued in pre-measured bags of about a pound each.

The sugar required for this much coffee exceeds 60,000 pounds a year (1,154 pounds a week). Creamer is



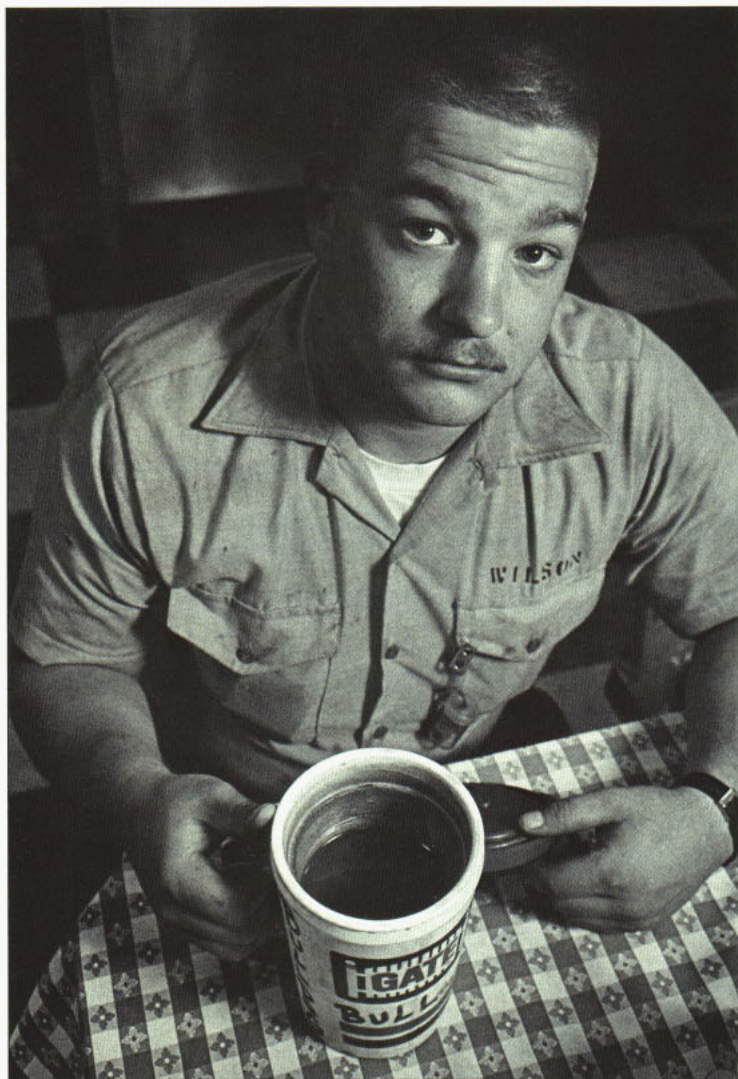


Photo by PHCS Ron Bayles

Left: SA Jimmy "Bull" Wilson gets to the bottom of *Iowa's* largest coffee cup. Above: AT2 Michael Morris enjoys his "jump start," even though it's not from his favorite cup. Top: Cups adorn many bulkheads aboard *Kennedy*.



issued in those familiar little packets, more than 220,000 of them a year.

"Coffee is a standard under which the Navy operates," Proctor said. "We keep fresh coffee available for every sailor on board 24 hours a day, seven days a week, 365 days a year."

And when the assistant supply officer says "every sailor," he means it.

"After you transfer the flag on *Kennedy* to his barge, by golly, the coffee pot is the second thing to go," Proctor said.

Interestingly enough, in 1838 Congress substituted coffee for rum in the rations of soldiers and sailors.

Coffee has been a favorite food (chewing the beans has been popular in some cultures for hundreds of years) and beverage ever since its discovery by an Ethiopian goatherder

named Kaldi in 850 A.D. Legend has it that the goatherder observed his animals awake all night and frisking about after having eaten the bright red berries from trees growing in his pasture.

Coffee was introduced from Arabia into Turkey in about 1554, from Turkey to Italy in 1615, from Italy to France in 1644 and soon thereafter into other European countries.

During the centuries prior to the first French coffeepot in 1800, people prepared the drink simply by boiling the ground beans in water and pouring the mixture through a filter of their own design or adding a couple of eggshells, reputed to settle the grounds.

The new French coffee-making device came with bags of grounds and

Above: Sailors from different *Kennedy* divisions wait for their weekly coffee mess supply during "coffee issue." All told, sailors go through 6.5 million pounds of coffee a year.

instructions to boil until the coffee "smelled good."

Probably the first powdered instant coffee was invented by Sartori Kato, a Japanese chemist living in Chicago in the 19th century. Instant coffee was first marketed on a broad scale in the United States by the American chemist, G. Washington, in 1909. However, the demand for the product remained small until World War I when the entire output of all instant coffee in the United States was purchased by the War Department for troops in the field. During World War



Photo by PHCS Ron Bayles

Left: JOSA Peter L. Sunshine makes 10 pots of coffee per day while mess cooking in *Iowa's* chief's mess. Below: WTSN William K. Phillips, wants to introduce "Coffee Technician" as a new Navy rating aboard *Kennedy*.



II, the government bought almost 260 million pounds of instant coffee for troop consumption.

Coffee is a standard stock item from the Defense Personnel Support Center in Philadelphia. This office handles procurement of coffee for all branches of the military.

According to Tom Lydon, chief of the depot stock branch in the center's subsistence directorate, "If military members didn't like the coffee we're buying, we'd hear about it. Just like

all of our other products in subsistence, we buy the best product for the price to serve the men and women in our armed services."

During FY87, the center spent about \$9.7 million on about 6.4 million pounds of roasted coffee; several hundred thousand sailors are glad they did. □

Duvall is assigned to the Fleet Imaging Command Atlantic, Norfolk.

1989

Team Spirit

Thirteenth Korea-based amphibious exercise proves teamwork pays off.

Story by JO1 Patrick E. Winter

Cooperation between the United States and Republic of Korea armed forces has been a hallmark of joint combined exercises in the Far East for the past 13 years. This year's *Team Spirit* exercise was no exception.

"*Team Spirit* is the way we demonstrate annually, on a large-scale basis,

ious landings in the defense of the Korean Peninsula.

The amphibious task force for this year's exercise included the 7th Fleet flagship USS *Blue Ridge* (LCC 19), amphibious assault ship USS *Belleau Wood* (LHA 3), dock landing ship USS *Germantown* (LSD 42), amphibious transport dock ships USS *Duluth* (LPD 6), USS *Dubuque* (LPD 8) and USS *Denver* (LPD 9), tank landing ships USS *San Bernardino* (LST 1189) and USS *Frederick* (LST 1184) and amphibious cargo ship USS *Saint Louis* (LKA 116).

These ships carried a wide variety of military personnel, including Navy SEAL teams, Beachmasters and Marine Corps reconnaissance, infantry and armored personnel.

"If we don't have the Navy to get us where we've got to go, it's a long walk, isn't it?" Marine Corps Major General Smith asked the Marines aboard *Germantown*.

What made this operation especially difficult was the variety of delivery craft used in projecting power ashore. The mix of Navy utility



amphibious vehicles — air-cushioned landing craft along with the more traditional amphibious craft — brought men and equipment ashore. The equipment moved included the Marine Corps' new eight-wheeled light armored vehicles. Navy *Beachmaster* light amphibious re-supply cargo vehicles and Marine Corps amphibious assault vehicles splashed from the stern gates of the ships and made their own way to Tok Sok Ri and Hwa San Beaches.

Meanwhile, overhead, Marine Corps AV-8B *Harrier* jets and *Cobra* helicopters provided air support while the CH-46 and CH-53E helicopters penetrated farther inland with men,



Photo by JO1 Patrick E. Winter

our commitment to the defense of the Republic of Korea," VADM Henry H. Mauz, Commander 7th Fleet said.

This March, U.S. Navy ships, Marine Corps tanks and armored amphibious vehicles and Military Sealift Command ships operated alongside Korean forces, giving sailors and Marines valuable training for amphib-



Photo by JO1 Todd H. Willbrand

trucks and motorcycles. These forces quickly dispersed into the hills to take possession of the high ground in the rugged, mountainous terrain.

The inevitable difficulty and danger of these crucial helo ops were tragically underscored when a CH-46 crashed on March 17 near Tok Sok Ri, killing four Marines. Three days later, a CH-53D helo went down in the mountains near Pohang. Eighteen Marines and a Navy corpsman died in that crash. *Team Spirit* operations continued, rededicated to the attainment of operational excellence for which the exercise participants gave their lives.

Out at sea, the aircraft carrier USS

Far left: Troop movements don't deter a local farmer from tilling his field. Left: A Korean tank crawls onto the beach at Tok Sok Ri. Above: Marines lay down MoMat, a new material used for vehicle traction.

"If we don't have the Navy . . . it's a long walk. . . ."



Photo by JO1 Todd H. Willbrand

Below: Marines take another hill. Right: An amphibious assault vehicle lands at Tok Sok Ri.

The experience gained by participating personnel was cited as the key to making allied military forces an effective deterrent against aggression.

Midway (CV 41) and her destroyer and frigate escorts performed their air cover, surface and subsurface screening duties, providing a protective envelope for the amphibious task force.

"One of the advantages of *Team Spirit* is that we get to bring together an amphibious task force with a carrier battle group — and the two of them work together in mutual support," Mauz said.

"We provide close air support, primarily to the Marines of the am-

taken hold of its initial objective and pushed the enemy back, a primary concern is sustainability. That is where the Military Sealift Command ships come in. Without the additional equipment and supplies, allied forces would find themselves caught short and unable to sustain operations. The MSC ships used to deliver the cargo were divided into two categories — the fast sealift ships such as USNS *Pollux* (TAKR 290), M/V *Altair* (TAKR 291) and the maritime prepositioning ships M/V *SGT William R. Button* (TAK 3012) and USNS *PFC DeWayne T. Williams* (TAK 3009).

The fast sealift ships stand by in a reduced operating status until called upon to move the needed cargo. The ships take on additional crew, required by their new mission, pick up the cargo and head for their destination — anywhere in the world. This year, *Pollux* and *Altair* made pierside offloads of equipment in Pusan, ROK.

Meanwhile, maritime prepositioned ships remain at different ports in the Atlantic, Indian and Pacific Oceans, fully loaded with their cargo. At a moment's notice, the ships can be deployed to a trouble-spot in order to reinforce Marine Corps forces ashore.

As the thirteenth *Team Spirit* drew to a close, U.S. and ROK servicemen and women proved once again that teamwork pays off for everyone involved. The experience gained by participating personnel was cited as the key to making allied military forces an effective deterrent against aggression. □

Winter is assigned to the 7th Fleet Public Affairs Office.



Photo by PH1 Ted Salois

phibious attack force who are conducting the amphibious landings," said CDR Don Fennessey, *Midway* strike operations officer. "We also conduct strikes against known fixed targets ashore and provide defense for our own battle group."

Once an amphibious landing has

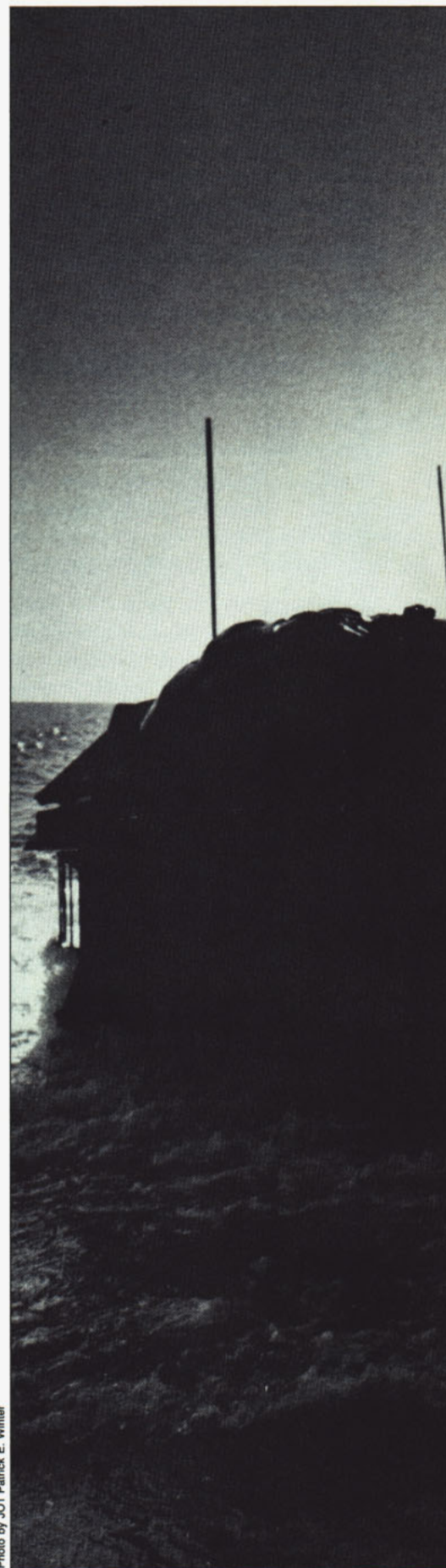


Photo by JO1 Patrick E. Winter



U.S. Navy Band

*It's not just a job
— it's a lifestyle.*

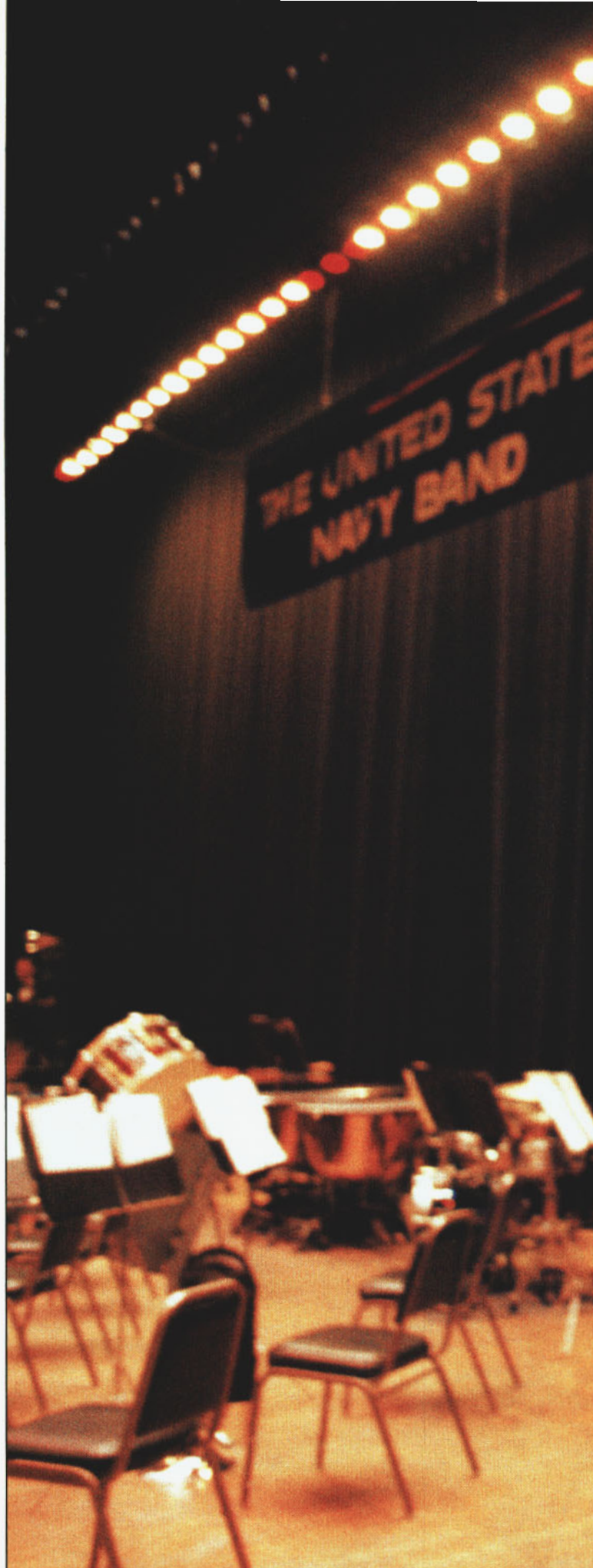
Story by Marie G. Johnston
Photos by PH1 Chuck Mussi

On a quiet spring morning at Anacostia Naval Station outside Washington, D.C., an air of expectation hangs over the small clusters of family groups gathered around their cars on the tarmac.

As two chartered buses pull up, the clusters of people begin to merge. Bags are quickly transferred from the cars to the buses and final hugs and kisses are exchanged. Fifty-two of the Navy's most talented men and women board the buses and the Navy Band is on the road, again.

The band's 1989 national tour is underway — this trip is the second leg of the tour — through Pennsylvania, New York and the New England states. "This is a 'short' trip for us — only 21 days," said CDR Allen Beck, leader of the U.S. Navy Band, Washington, D.C. "Other trips in our tours run more than 50 days," he said. "Last year, the Navy Band performed more than 2,000 engagements, most of them between Memorial Day and Labor Day. In spite of the fun we have on tour," Beck added, "this band works really hard."

MUCS Doug Phillips warms up just off-stage before an evening performance.







Above: MUC Robert Snider waits for his cue. Right: CDR Beck varies his conducting each night to keep the music interesting.





Left: Every show opens with the "Star-Spangled Banner." Below: Recruiter NC1 Chris Gabor talks to students during intermission. Bottom: Narrator MUCS Chuck Yates briefs local students who will perform in the "National Emblem March."



Navy Band sailors are often asked whether they really "work hard" since "all" they do is: go on tours covering the entire country, play concerts all over the nation's capitol on summer evenings, perform day-in and day-out at functions for high-ranking officers and statesmen and look inspection-sharp every day in their dress uniforms.

"I think a misnomer exists," said Musician 1st Class Hannah Ink, "because you play an instrument — and the emphasis is on the word 'play' — you're having fun all the time and that there isn't any 'real' work involved. Some people don't always understand how tough this job can be." As tough a challenge as constant performances are, Navy Band

members enjoy their work.

"This is a great job," said Chief Musician Constance Underwood, who plays clarinet and is married to Master Chief Musician Dale Underwood. "We wouldn't be here if we didn't enjoy it. This is just the kind of work we're cut out for."

Most of the band's members have been musicians since childhood. Beck himself began playing piano at the age of four. "People in this band started in elementary school, and even before that, to prepare themselves to do this job," said MUCM Dale Underwood. "People sometimes come in the Navy and say, 'I want to be a musician, so I think I'll go buy a trombone.' It doesn't work that way. It's something you have to prepare for from childhood."

That preparation includes formal music training. "Almost everybody has four or five years of music study at the college level," said Ink, a clarinetist.

Keeping those hard-earned skills properly honed requires *more* hard work; just playing an instrument during a rehearsal or concert does not keep a musician's skill up.

"When we're on tour, we're playing every day but we aren't practicing — there's a difference," said MUC Robert Snider who plays timpani. "To practice properly, you have to go back to technical studies and repeat the fundamentals and work on more difficult music pieces than we usually play for a concert."

But the band's tour schedule doesn't leave much time for practice. "When we're on tour, we ride a bus all morning and there's no instrument playing allowed on the bus. We may practice some in the afternoon (unless we play a matinee), then we have our main performance that night — that's a full day's preparation, but not much real practice," said Snider.

"Being a musician in the band is not just a job — it's a lifestyle," said MUCM Underwood, a saxophonist. "It's your life, it's a constant, it's all the time."

"This job takes tremendous self-discipline," said Senior Chief Musician Robert Phillips. "I take my trombone on vacations to practice. I know



Above: Stage manager MU1 Tom Yoakum and sound manager MUC Bob Newman unload Navy Band equipment. **Right:** MU1 Michael A. McDonald stows his luggage before boarding the bus.





Left: MUC Victor Rohr keeps his lips limber en route to a matinee. Below: Eating on the road MUC Dave Miles, MU1 Mark Gallagher and MUC Joe Brown join shipmates for fast food.



25 years," said MUCS Douglas Phillips, a cornet player and brother of trombonist Robert Phillips, "so we grew up with the concerts and this lifestyle."

"We've always been close and we have similar perspectives," added Robert, "but sometimes, even for us, things get tense, so we go different ways and respect each other's privacy."

Band members are also faced with some of the same problems as any other sailor. "When family and relatives are sick, the mission doesn't stop," said MUCM Underwood. "You have to place that responsibility on other family members — usually your spouse. I was on tour when my son was born," he said. "Even though we seldom deploy overseas, we often miss family events."

"The first time I went out of town was when my first daughter was four weeks old," said MUC Diana Ogilvie, French horn player. "It used to be pretty tough. Now they're used to my being gone because they know I will come back." Family separation can't be allowed to affect the be-all and end-all of life in the Navy Band: the performance.

"If you've had a long trip or you're tired or there are problems at home, you put all that aside and come out with a professional performance," added MUCM Underwood, "because you're only as good as the last performance."

The high-visibility mission of the Navy Band adds to the day-to-day pressure of performing. "When a fleet sailor finishes a job, often as not, the

job is done and you have a finished product," said Douglas Phillips. "We redo our product every night. We can't miss anything — if you mess up — it's a black eye for the whole group."

"We have a really high musical standard and it's adhered to every night," Phillips continued. "It's not just notes, it's how you play the notes — an audience will usually know when you are just cranking out another bunch of songs."

Because the band represents the Navy, even trying to relax during their off-duty time can create challenges. "You don't get to relax when you go back to the hotel," said Douglas Phillips. "No loud television, no practicing except during certain hours and even if we are just walking through the town we're in, there's no horsing around, because we're the only guys with short haircuts and people know who we are. It's 'image, image, image' — the whole time."

"This band is a lot like the swan in the Tidal Basin [in Washington, D.C.]," added Snider. "The swan looks really smooth and elegant on the surface, but underneath that swan is paddling like crazy."

The band's flexibility allows them to handle unusual situations on a daily basis. "The acoustics change every night from one hall to another," said MUCM Underwood. "You have to adjust to what you hear. The geodesic gym we played in the other night was very difficult. You have to concentrate to hear the different parts of a piece of music — and in a gym like that, concentration is very hard because you're not hearing what you're used to hearing. But everybody makes these adjustments."

Throughout the tour, two music programs are alternated nightly to prevent boredom. "If musicians aren't careful, we get into a groove," said Douglas Phillips. "That's one of CDR Beck's challenges — and

some of us took our horns on our honeymoons."

"We even enjoy playing music after working all day," said Snider. "That's fun for us. You don't find plumbers fixing pipes for fun in the evening."

Even though the band members enjoy their jobs, traveling together for prolonged periods of time can cause tensions that the Navy professionals in this tightly-knit organization have learned to overcome. "We've got a 60-piece 'family' that's together all the time for up to two months straight. The only time you're apart is when you get on separate buses," said Snider. "And whether you're happy or sad, you still have to get along with your family."

"Our Dad was in the Navy Band for

Right: MUC Rohr gets some last-minute practice in his room before a concert. Below: MUC Snider takes in a movie during a few hours of free time.

through his conducting, he changes things a little each night to make it interesting."

Other minor, but irritating, problems the band faces when they are traveling include finding laundry facilities, special dietary requirements and locating barbershops that know what a military haircut looks like.

"We've been in areas of the country where all you can get is a block haircut. Since we are a special support unit, we have very specific grooming standards that we have to adhere to," said MUCS Robert Phillips.

"Depending on the length of the tour, we carry two concert uniforms and at least one set of service dress blues," said MUCM Underwood. "On a longer tour we take two of each — and then hope that arrangements have been made for a dry cleaner."

And what if a musician gets sick? "You just can't say, 'I'm going to stay home two days and get well and come back to work,'" said MU1 Betty McGhee, flutist.

"During the February tour, everybody got sick," said Snider. "On any given night, 20 percent of the band was suppressing coughs and trying not to run off stage. Then that 20 percent infected another 20 percent. I never saw so many cough drops on stage being sucked down between tunes in my life."

A band member's duties are not limited to music. They also encompass public relations and members usually answer the same questions every night.

According to Snider, "We get lots of questions like, 'What's the difference between the red and the gold stripes on uniforms?' 'Is this all you do?' 'Do you just travel around the country and play your horn?' and 'Did you ever take lessons?'"

"Or my favorite, 'Did you ever think of being a professional?'" said MUCM Underwood. "You smile and you try to answer all their questions, even though you get the same ques-



tions every night for 60 days. Even when the band is not on tour, performance schedules can still get complicated. "We usually perform when many people aren't working — at night and on most holidays, so it makes family life pretty frustrating sometimes," said Snider.

"And don't forget the summer schedule," laughed MU1 Cynthia Marr. "My husband's in the Air Force Band — so, let's see — that means Mondays and Thursdays we have concerts in the evenings and Tuesdays and Fridays the Air Force has concerts in the evenings, so we see each other on Wednesdays."

"But, we'll have Summer Ceremony on Wednesdays," added Ogilvie.

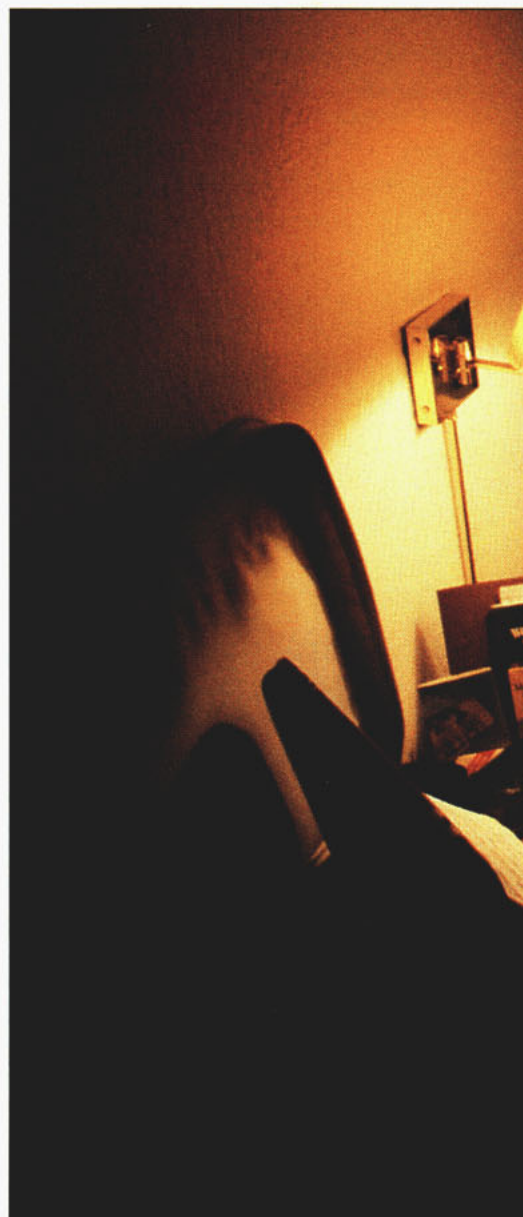
"It can be frustrating," said McGhee. "I always said I'd never marry a musician, but when it came right down to it, I couldn't marry anybody else. No one else truly understands."

"I think this is one of the great examples of why we do get along," said Snider, "because we all understand the hardships we all go through with the scheduling and spouses being apart, and the pressures of the job."

"This is a great job, but it's not nearly as glamorous as people think it is," said MUC Underwood. "Everyone thinks we go from city to city and sightsee."

"But we never really see the cities because of scheduling and logistics," said Snider. "Most of the time, we aren't even sure what city we're in," he added.

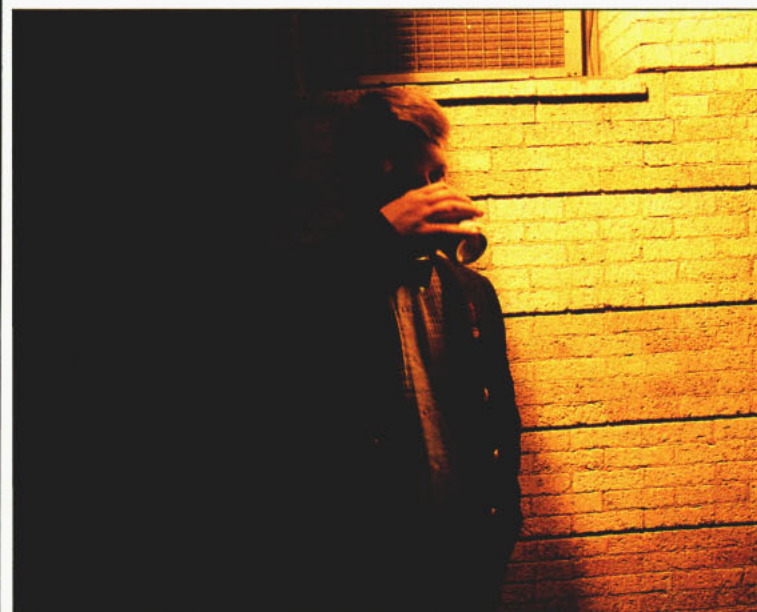
But in spite of the drudgery of practicing, the endless rehearsals and the



time away from family, the musicians in the Navy Band still consider their job the best job in the Navy.

"We play 'America the Beautiful' at the end of all our concerts," said MUCS Robert Phillips. "I've probably played that several thousand times and any piece that you play that much can get boring — but when you look out at the crowd and see people who have tears coming down their cheeks — it makes this job worthwhile." □

Johnston is a writer assigned to All Hands. Mussi is a photojournalist assigned to All Hands.



Left: Intermission gives MUC Rob Davis a chance to cool off. Above: A band member catnaps between cities.

Music to recruit by

Navy musicians break the ice for recruiters.

Story and photo by JO1 Dennis K. Bohannon



MU3 Dolsak boogies with the audience at a performance in Deering, Mo.

The lights, flash and glitter of a Navy band performance often begin with the burning of midnight oil while a recruiter beats out a band request on his typewriter.

Although 60 percent of a Navy band's performances are for military ceremonies and special functions, a good portion of the remaining time is spent in support of local recruiters.

"Navy bands are good icebreakers and that's important to a recruiter working in any small town," said Machinist's Mate 1st Class (SS) John M. Uran, recruiter-in-charge at Kennett, Mo. "It is hard to find that little piece of 'common ground' to start off a conversation with a recruiting prospect.

"Our recruiting area consists of small towns and large families — generations of farmers and factory workers," Uran said. "When we talk to students for the first time, we often have to counter the negatives, the family expectations of keeping the mold and being just like dad, or myths about being out at sea for years at a time. By bringing in the rock band 'Atlantis,' part of Navy Band

Memphis, we show these kids that the Navy is not just the sea and ships — that there's a lot more to the world of the Navy — and that world can be theirs," he said.

Uran's recruiting counterpart, Interior Communications Electrician 2nd Class (SW) Marvin C. Hinton pointed out, "Small towns such as Deering, Mo., and Rector, Ark., are a long way from major cities and it's hard to talk mom and dad into taking a teen-ager to a rock concert when it's 200 miles away.

"In our area, we have 23 high schools located throughout four counties in two states," said Hinton. "Kids talk and, because of these concerts, word about the Navy travels a long way — farther even than the 8,000 square miles of our recruiting area."

The concerts are also exciting from the band's perspective. "It's a kick. I love it and it really surprised me," said Musician 3rd Class Joe E. Dolsak, "Atlantis" lead vocalist. "I've done a lot of stage performances with the rest of the band, but we get a better reaction here. There's a lot better rapport with the students than we get at

the more formal gatherings."

"It's a lot of fun," said MU3 Charlotte M. Bullock, vocalist and keyboards. "Today, for example, the first school we went to was in Rector, Ark. We had a large crowd who reacted well to us and were not afraid to cut loose.

"In Deering, Mo., we had a smaller group," said Bullock. "They all smiled — they wanted to cut loose — but they just didn't quite know how," she recalled. "Then all of a sudden something clicked and they went off — we had a great time. I wish we could do more schools."

Uran summed it up. "For a little time, effort and gas money, the students get a chance to kick back and really enjoy themselves," he said. "The recruiters get the common ground they need to talk to the students and the band gets recharged by the enthusiasm, applause and smiles. Everyone benefits." □

Bohannon is assigned to the PAO, Navy Recruiting Area 7, Dallas.

If you can read this:



...the U.S. Navy wants you.

Story by Marie G. Johnston

The face of the U.S. Navy music program has changed a great deal over the years. It still maintains some of the highest standards of any professional music organization in the world and has some of the best musicians to be found anywhere. Even so, its size has been cut by almost two-thirds. According to LCDR Thomas E. Metcalf, head of the Navy's music branch, "We used to have 2,000 musicians and 50 bands. But, due to budget cuts and a 1974 reorganization, we have approximately 800 musicians, split between 15 fleet bands and two 'premier bands' — the Navy Band in Washington, D.C., and the U.S. Naval Academy Band in Annapolis, Md. "The largest band we have is the Navy Band," said Metcalf. "Because it has 169 members, it is configured differently from the rest of the community. There is the concert band, the ceremonial band, the 'Commodores' jazz ensemble, the 'Country Current' bluegrass group and the 'Sea Chanters' choral group and a variety of combos that play separately or together."

The 15 fleet bands have anywhere from 16 to 65 members each. Fleet musicians must be capable of performing in ceremonial band, wind ensemble, rock band, combo and "big band" sections. Two fleet groups can perform at the same function and some of the same individuals who play the change of command may play for the reception. "There are no

choral groups in the fleet," said Metcalf. "The 'Sea Chanters' are the Navy's only official choral group," he said.

The other major difference between the premier bands and the fleet bands is that the Washington and Annapolis bands have non-rotating duty and a manning base of E-5 for the Academy Band and E-6 for the Navy Band. Musicians enter the fleet bands as E-2s or E-3s, depending on their education level.

"We are somewhat different from other ratings in that we bring our expertise with us," said Metcalf. "The TV ad that says 'we [the Navy] will train you' doesn't apply to musicians."

"For example," Metcalf continued, "among the 64 members of the Academy Band, 20 have their bachelor's degrees, 10 have their masters and two have doctorates."

The musician's desire to play his or her chosen instrument is the driving force behind band membership. "We offer an individual a 20-year, no-cut contract on the part of the employer," said Metcalf. "If you can maintain military and musical proficiency, you've got a job. That kind of opportunity doesn't exist in the 'real world.'"

The music program's bread-and-butter is in the area of fleet support and ceremonies. "We maintain a three-pronged thrust throughout the program," said Metcalf. "We do recruiting, retention and community

relations engagements. We work for the Navy Recruiting Command and help get area recruiters into high schools.

"We support retention efforts with on-base performances, concerts, ceremonies and changes of command, the theory being, 'For everyone we retain, that's one we don't have to recruit,'" Metcalf said. "Community relations are both internal and external."

Besides recruiting for the Navy, a certain amount of recruiting is necessary for the music program. "In the past," said Metcalf, "we recruited at the high school level. We've moved on to the college-level musician, primarily because a qualified high school musician is a very rare commodity."

Last year, the Navy bands played 12,156 performances and had to turn down 5,178 requests to play. "When 800 people are playing that many performances, you don't have time to rehearse every piece of music — you have to be a good musician and an excellent sight reader," said Metcalf.

So, if you can read those notes. . . □

Johnston is a writer for All Hands.

For further information on the Navy music program, contact your career counselor or write the Head, Music Branch, NMPC 654, Washington, D.C. 20370-5110 or call collect (202) 694-4630/4631. □

Four-footed fleet

Sailors can take their furry friends with them, but only if they follow the proper procedures.

Story by JO2 Chris Price



A sailor hurries through an international airport, desperately seeking the baggage claim area and hoping that a special piece of luggage successfully crossed the Atlantic. The sailor nervously paces the floor, examining the hundreds of suitcases rolling by.

Then, an airline employee walks up carrying the long-awaited container. From inside come kicks, drools and growls at the slightest motion.

"Hey, buddy," whispers the sailor, peering lovingly into the face of his aggravated traveling companion, "we made it!"

The sailor gently lowers the container to the floor and liberates a medium-sized, super-frisky dog of an undetermined breed. Then mutt and master disappear happily out the revolving door.

This "tail" of the military pet is becoming a more frequent story, and a "salty-dog" wagging along behind a busy sailor is no longer a novelty. In fact, many service members, single and married, literally consider their pets members of the family.

Unlike military dog handlers who are lucky enough to have the government pick up the tab for transporting their official animals on flights, service members with pets must take on the financial responsibility and bureaucratic inconvenience themselves.

Before flying to the United Kingdom, pet owners must contact the British Ministry of Agriculture and Fisheries for proper forms, select an approved quarantine kennel and pay a deposit (in pounds sterling). Your six months' quarantine bill will probably be about \$1,000. In countries such as Italy, where no quarantine is necessary, a one-way ticket for a cat to Naples, Italy, on Alitalia Airline can cost \$80. Having the pet's health certificates translated into Italian is an additional expense.

"The overall cost depends on where you go, and what you do to get your pet there," said Mary Page, a Kennel owner in Chantilly, Va. "It's like asking a doctor how much an operation is going to cost. You never know." Page has assisted pet owners with shipping animals to Africa, Soviet Union, and South and Central America and most European countries. But her services aren't free, either.

Although pets may fly on Military Airlift Command (MAC), Category Y prices (military blocked seats) are similar to commercial airlines rates, and Category B prices (chartered airplane) are determined by officials at Scott Air Force Base in St. Louis, Mo. In any case, owners must still comply with the regulations set by the host country once the plane lands.

Despite the trouble and expense Navy pet owners often go to, pet ownership and transportation is still a topic officials don't always take seriously.

However, at permanent change of station time, pet ownership now plays an important roll in determining which duty assignments service members accept or reject. Personnel in both junior and senior ranks have declined offers to isolated duty stations, advanced training schools, ships, the United Kingdom, Hawaii, and Europe simply to avoid quarantine costs and lengthy separations from their pets. Sailors weigh the pros



and cons of how the next duty station will affect their careers, all the while making sure the environment is suitable for their furry friends.

Despite widely circulated information warning pet owners of the complications arising from transporting pets overseas, and persistent anecdotal horror stories, devoted owners are not deterred from tackling what can be a daunting paper work exercise. Along with their own PCS forms and chits, sailors complete the pet paper work just as diligently. They are aware that incomplete documents may cause their pets to be detained at the port of entry, or even to be put to sleep if found untransportable in an area where holding facilities are unavailable. Military owners who regard their animals as lifelong companions will take the risks every time, rather than give up their pets.

Navy members with pets encounter special problems, especially those single sailors with sole responsibility for the animal's welfare. Asking for special liberty for a veterinarian appointment may not receive the same response from your division officer as asking to take a child to a doctor. Pet owners find themselves settling for weeknights, weekends and days-off for visits to the veterinarian or pet grooming appointments.

Late work nights and week-long training exercises may require the services of a pet sitter or kennel. Some kennels overseas may not meet the same standards set by U.S. kennels, and finding a person you can trust in your home takes time.

Many Navy members are forced to leave their pet alone during exercises

and temporary duty assignments. Simply leaving sufficient food and water and hoping for the best is a poor substitute for that one-on-one attention most pets crave. Then too, the sailor's arrival home may be dampened by torn tablecloths, broken crystal, moldy food and other assorted unpleasanties.

There are several steps owners should take before leaving their pets for long periods.

Owners should always draft an emergency plan for their pet for the upcoming absence due to military commitments. The plan should include addresses of reliable kennels and sitters, a list of preferred veterinarians, along with money set aside for any required services.

Even though the Navy didn't issue "Fido" in your seabag, sailors can still let the Navy know that "Fido" exists. On the duty preference sheet or "dream sheet," personnel can list preferred duty stations, and should note their specific needs, as pet owners, in a special section for remarks.

These duty preference sheets are forwarded to the office of Enlisted Error Research (Naval Military Personnel Command Code 471C2), and to the desk of Data Processing Chief Lois Clark for screening. Navy contractors enter the information from each sheet into a computer prior to forwarding to the detailers.

"If sailors have any special requests for the detailer concerning pets," Clark said, "they need to state it directly and plainly. We can only enter the amount of information that can fit on the duty preference sheet, so the statement must be condensed." Although Clark doesn't come across animal requests daily, she said they are becoming more common. If all the information is heeded, and proper procedures followed, sailors and pets may safely and happily bring a new definition to the term "sea-rover." □

Price is a writer assigned to All Hands.

A great place to start

For many, the road that leads to success at the U.S. Naval Academy begins at the Naval Academy Prep School.

Story by JO1 Jim Quirk, photos by PH2 Dolores L. Parlato

It was during a volleyball game that Petty Officer 3rd Class Jamie Lederer learned how he could get into the U.S. Naval Academy.

During shoptalk between games, one of the players, a midshipman herself, mentioned to Lederer that there were slots for enlisted people at Annapolis and that, if he qualified, he

might be able to get one.

The prospect of going to the Naval Academy took some getting used to. "I joined the Navy to find out what I wanted to do with my life and had no plans for college," said Lederer, now a Midshipman 3rd Class. But once he began inquiring, doors began to open for him.

For many years, doors have been opened for fleet sailors and Marines who have gone on to graduate from the Naval Academy mainly because they got the chance to graduate from the Naval Academy Preparatory School first.

"NAPS gives the candidate a leg up," said Jim Kiser, an Academy spokesman. "The academy is not an impossible dream. In fact, too many slots for enlisted people go begging because people don't know about them or think they don't qualify,"

In two of the last six years, a former enlisted person has held the prestigious position of Naval Academy Brigade Commander, the top midshipman rank and leader of four classes of 4,500. The USNA graduation rate among NAPS graduates is comparable to that of students coming direct from high school to the Academy.

"My advice to anyone thinking about it is to talk to your division officer about helping you get enrolled," Kiser said. "Once you get here, a lot of people will help you make it through."

That same "shipmates-helping-shipmates" attitude exists at NAPS. In fact, it's the basic idea behind the prep school.

"That is the main reason we were created — to give sailors and Marines a chance to get to the Naval Acad-



Teamwork is the key word at NAPS.



The school prepares students both physically and mentally for the rigorous life at the Naval Academy.



emy," said CAPT Edward G. Redden, director of NAPS at Naval Education and Training Command, Newport, R.I. "We try to prepare young men and women to successfully compete with their peers at the Academy."

But it seems the word isn't getting out to active duty sailors and Marines. Each year, the Secretary of the Navy can nominate 170 active and reserve sailors and Marines for the Academy and NAPS graduates always have an excellent chance of making it. But every year, many of the active duty NAPS openings go unclaimed.

"We're filling the reserve slots, but not the active enlisted openings," said Kiser. He advises enlisted people who are even toying with the idea to, "Stop toying, and *do it!*"

There is more than one way to take advantage of programs to get enlisted people into the Academy. Sailors with at least a year of college can apply directly to the Academy through BOOST — Broadened Opportunities for Officer Selection and Training.

But for young enlisted men and women who don't have any college or whose grades or college exam scores don't meet USNA entrance require-



ments, NAPS may be the answer.

"NAPS instructors will work with students to rebuild their confidence and strengthen their academic foundation," said Marine Corps Major John H. MacGhee, battalion officer of NAPS.

The school provides intensive in-

struction and preparation for the academic, military and physical training curricula at the Naval Academy.

Each year, NAPS usually has openings for about 300 Navy and Marine Corps students, and an additional 40 slots reserved for U.S. Coast Guard personnel. Enrollment is made up of



The first three weeks of NAPS is devoted to military indoctrination and settling in.

enlisted members from the Navy, Marine Corps, Coast Guard and selected naval reservists. All applications must be made to the U.S. Naval Academy, Annapolis, Md.

"Some choose to come to NAPS because they need to grow up or they need to discipline themselves to the rigors of Academy training," said MacGhee.

Last year, NAPS enrolled 338 and graduated 214. "The killer is academics — many can't handle the amount of college-type education that

we offer here. They're used to high school and this is *not* high school," said MacGhee.

A NAPS student typically takes courses in computer science, English, two mathematics courses and one or two science courses. "We tailor the program for each student and build on it," said MacGhee. "Naturally, if someone has difficulty in math, we won't immediately throw him into calculus."

There is a three-week military indoctrination period that is often a shock to those accustomed to civilian lifestyles. But the people with prior military experience usually have

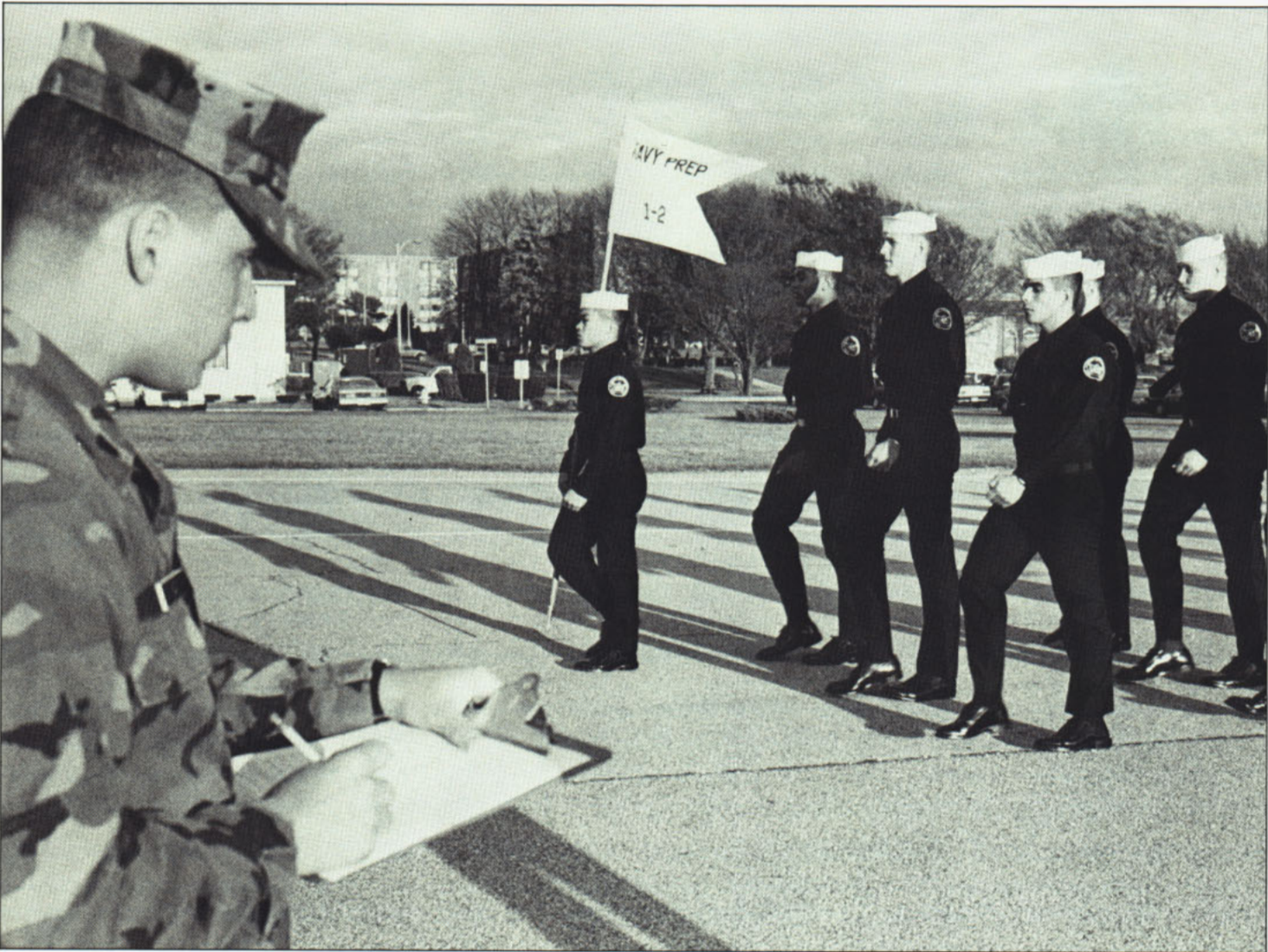


relatively little trouble adjusting.

A number of notable midshipmen might not have had a chance to excel at the Academy had it not been for NAPS.

Midshipman 1st Class Monica K. Holland of Greenbelt, Md., went on from NAPS to gain fame on the Academy basketball court as the Navy's all-time top basketball scorer with 995 points. She also was in a season-record 102 games and became Navy's fifth all-time leading rebounder.

"NAPS gave me the opportunity of a lifetime," said Holland. "It was a year of total preparation for the Academy."



Other Academy success stories have NAPS in the opening chapters. "From the beginning, the academics were a struggle," said Midshipman 1st Class Brian V. Caldwell. "At NAPS, I would take extra classes during free periods. The instructors were willing to help anyone willing to put out the extra effort. That year gave me the chance to grow up, discipline myself and learn how to study."

Now that Caldwell knows how to study, he's making the most of it.

He has orders to Pensacola for flight training and has earned a scholarship from the Academy to study French language and culture during

the summer — in France.

"The three-week indoctrination was a shocker and the academics were fast-paced, with lots of homework every night," recalled Midshipman 1st Class Daniel J. Rivera. Rivera also has orders to Pensacola to become a naval flight officer. "Without NAPS I wouldn't be here," he said. □

Quirk is a reservist with NavInfo 101 Boston. Brian J. McCann, of Naval Education and Training Center, Newport, R.I., contributed to this story. Parlato is a photojournalist at Naval War College, Newport, R.I.

Students march under the watchful eyes of a demanding instructor who carefully notes any mistakes.

Comparing cultures

Chinese ships visit the Hawaiian Islands.

Story by JOCS Lon Cabot, photos by PH1 Bob Shanks

Friendship between people can often overshadow ideological and cultural differences. In recent years, sailors of the U.S. Navy and the People's Republic of China navy have had a chance to get to know each other better.

In November of 1986, the Chinese hosted three U.S. Navy ships in the port city of Qingdao. The visit was the first port call by American warships to the country since USS *Dixie* (AD 14) evacuated Americans from Qingdao in May 1949.

The U.S. port call (see *All Hands*, February 1987) made a good impression on the Chinese Navy. China was in the midst of expanding its predominantly coastal Navy of about 1,500 ships operating within fleets assigned to one of seven military regions and Chinese naval experts were interested in how other navies — especially the U.S. Navy — did business.

A little more than two years after the Qingdao visit, the roles of host and guest were reversed.

The warship *Zheng He*, a vessel of the People's Liberation Army-Navy (PLA-N), sailed from Qingdao to Pearl Harbor, arriving on April 11, with VADM Ma as the senior Chinese

naval officer aboard. *Zheng He*, a 435-foot training vessel similar in design to a U.S. Navy *Adams*-class destroyer, is assigned to the First Surface Vessel Academy in the northeastern port city of Dalian.

It was the first visit of a naval ship from China to the United States.

Calling the visit "very historic," CAPT Zhou Guocun, assistant attaché for the Embassy of the People's Republic of China, in Washington, D.C., pointed out that there are many similarities between the navies of the People's Republic and the United States.

"Our navy ships deploy just like the U.S. Navy ships do. And we too conduct training at sea through naval exercises," Zhou said.

Officers and crew of *Zheng He* enjoyed a taste of American culture during the seven-day port call.

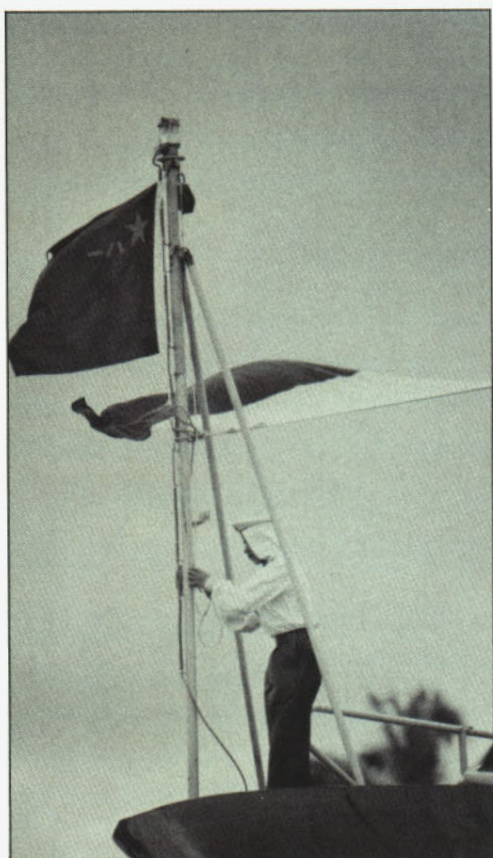
According to Zhou, the 250 officers, crew and midshipmen were unanimous in their feelings about the historic visit. "Since we have nearly 55 minority nationalities in China, each with their own cultural traditions, most of the crew aboard *Zheng He* were open to the many different cultural traditions here in Hawaii."

The Chinese visitors enjoyed a day at the Polynesian Cultural Center in Honolulu, attended an outdoor picnic hosted by the local Chinese community and did extensive sightseeing.

But U.S. sailors were only hospitable up to a point. "The basketball game we played against the U.S. Navy didn't turn out as well as we hoped [the U.S. team won 76-46]. But then, our players were tired from the trip to Hawaii," Zhou said with a smile.

Zhou went on to compare U.S. and Chinese perspectives on military service. "There are approximately three-million military in the People's Republic of China," he said. "Since all men and women between the ages of 17 and 18 are eligible for the draft, there is a tradition of respect for the military in China."

Zhou added that, as in the U.S. Navy, women play an important role in the Chinese military. "About five percent of the People's Liberation Army-Navy are women," Zhou said. "Women are not assigned as combatants, but do work in communications, medicine, administrative, various support and technical roles. We have five women generals in the



East met West in Hawaii when sailors from a Chinese warship, *Zheng He*, visited Pearl Harbor.



PLA-N. "Unlike the U.S. Navy, Chinese military training incorporates as many as seven naval academies to develop its officer corps.

Zhou also compared American and Chinese service academies. "While the United States has only one academy for each of its services, we have many academies," he said. "For example, we have two academies for surface officers, two or three for our aviation officer training, two more for our submarine officer training and other academies for logistics, administrative and medical officers," Zhou added.

In addition to the officers and crew aboard *Zheng He*, a cultural troupe and midshipmen from three of those Chinese naval academies were also embarked.

"Most of the midshipmen were from Dalian Naval Academy," Zhou said, "but there were representatives from at least two of our other naval academies."

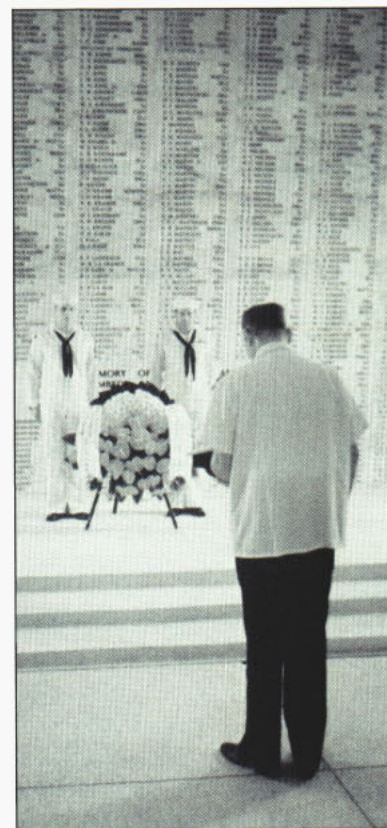
The Chinese cultural troupe staged several performances for U.S. Navy personnel and for representatives of various local Chinese and civic groups.

During their visit, the Chinese also went on tours of U.S. Navy facilities, including ships and firefighting training at Naval Base Pearl Harbor and Naval Air Station Barbers Point.

After visiting several U.S. Navy training facilities in Pearl Harbor, Zhou said, "My impression is that your [U.S. Navy] training is very effective. The visit was a great success," he added. "It was truly a visit of friendship." □

Cabot is assigned to CinCPacFlt Honolulu, Hawaii.

Above: Some Chinese got hands-on experience at a video arcade. Right: Others visited the USS *Arizona* memorial at Pearl Harbor.



'We deliver'

NSD Subic Bay

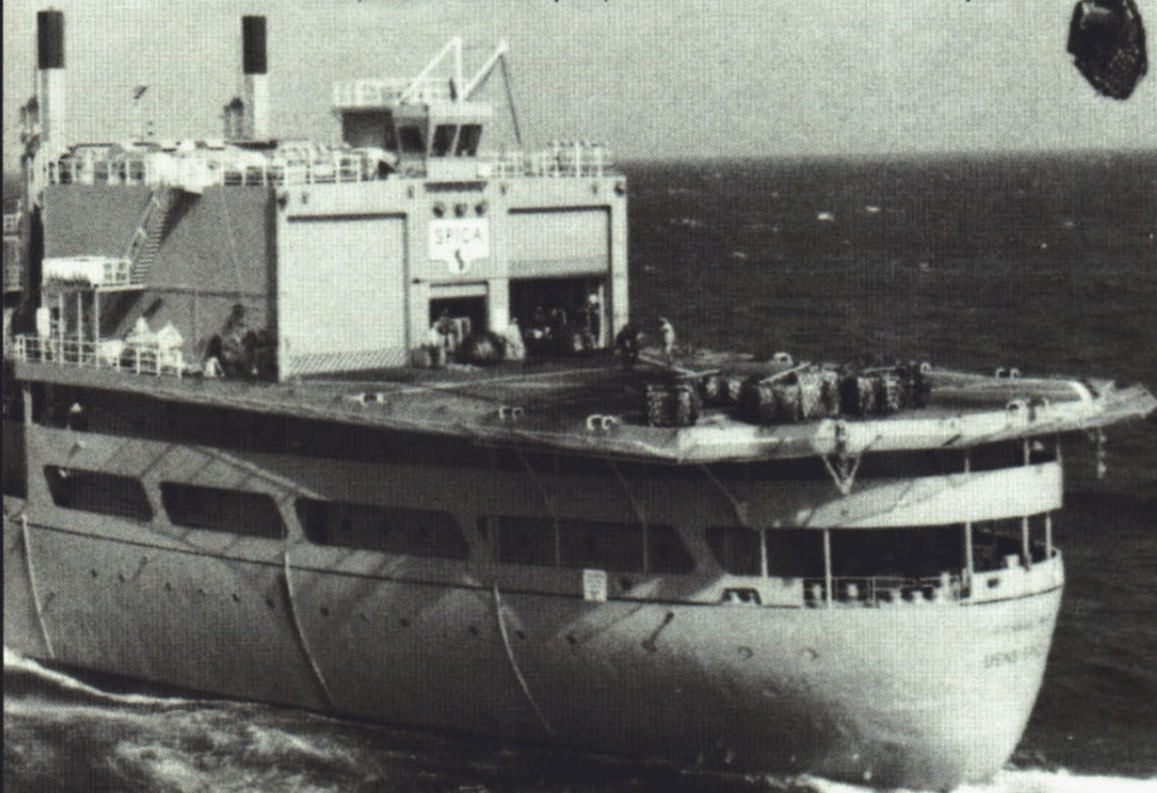
Story and photos by PHC Chet King

From papayas to petroleum, from propellers to paper clips, Naval Supply Depot Subic Bay supports the U.S. 7th Fleet with everything it takes to conduct business in the Western Pacific region and beyond.

Sitting at the end of a 7,000 nautical mile logistics pipeline running from the continental United States to the Far East, NSD Subic

serves as a supply hub for an area that covers one sixth of the earth's surface: west of Guam, south of Japan, north of Australia and east of Africa.

"Subic is where it's at as far as logistics is concerned," said CAPT S.H. House, NSD's commanding officer. "We are a billion dollar business handling one million requisitions a year, which makes us the Navy's



NSD Subic Bay

Preceding page: A helo transports supplies from USNS *Spica* (TAFS 9) to USS *Enterprise* (CVN 65). Right: A Filipino worker packs cases of soda for shipment to a fleet supply ship.

fourth largest supply depot. Up to 70 percent of our supply and support services go to the fleet and off-island customers in Hong Kong, Singapore and Diego Garcia."

Master Chief Storekeeper Alberto Poblete is the NSD command master chief and assistant customer services director. "We handle over 3,000 issues or 'stows' daily," he said. "For high priority items we work around the clock to ensure they are flown off the island within two days. We routinely support two carrier battle groups made up of at least 25 ships. We are also the only aviation supply point in the Western Pacific supporting 43 different models of aircraft," Poblete said.

In addition to its supply and logistics support, NSD Subic operates the Navy's largest marine terminal, a fuel depot which is the Navy's second busiest gas station and a data processing service center.

"In 1988 we handled 139 cargo and container ships carrying over a million tons of cargo," said LCDR Tom Vayda, director of the fleet terminal department. "The majority of material for the fleet comes by ship and we can offload three vessels at a time if need be."

A 200-foot high, 40-ton container gantry crane allows the twice-weekly container ships to be offloaded in 12 hours.

"Almost everything except food and fuel comes to our giant receiving warehouse," said Petty Officer 1st Class Brian Robinson.

"A computerized basket and conveyor belt system distributes all of the small items to different locations throughout the building," he said.

Foodstuffs go to cold storage warehouses in refrigerated vans.



It is said that an army travels on its stomach. That goes for the Navy, too. NSD Subic feeds 15,000 hungry sailors and Marines every day.

"We're buying more Philippine and Australian produce and dairy products to provide the fleet with fresher provisions," Vayda said. "Every Sunday the so-called 'Australian connection' flight brings in fruits, vegetables and milk. Up to 35,000 pounds of Australian products are sent out to the fleet," he said. "And Philippine produce is just a phone call away."

"The fleet customer has always come first at Subic," Poblete said. "After we receive the request through our data processing service center or in a logistics request message, we bend over backward to ensure everything is ready for the ships when they throw over the mooring lines. The fleet gets spoiled here, because we feel no other supply depot provides the services we do."

"I can cite a couple of examples," he said. "The aircraft carrier USS *Midway* (CV 41) came in here recently to pick up staff personnel and provisions. We loaded 700 pallets in six

hours and they were under way.

"The aircraft carrier USS *Nimitz* (CVN 68) recently had two days here before sailing to the states," Poblete recalled. "A lot of people didn't believe we had enough time to load everything. We ended up loading 1,400 pallets with time to spare. That job would have normally taken four days."

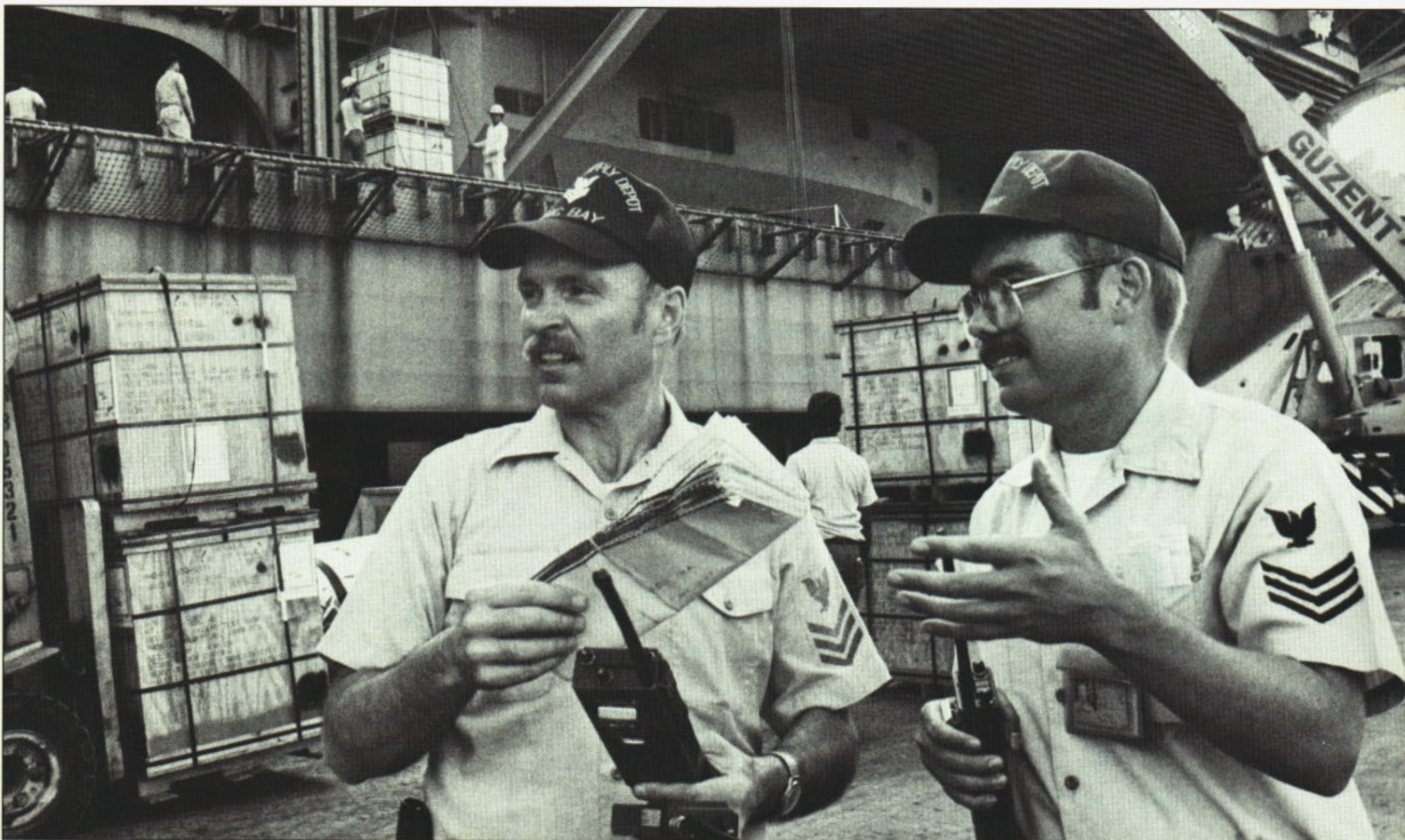
The majority of the fleet freight is forwarded by air to Diego Garcia or loaded aboard fleet combat supply ships for underway replenishment.

"Our number one goal remains to provide the best possible support to U.S. naval forces in the Western Pacific and Indian Ocean," House said. "Efficient service by NSD is critical to 7th Fleet's readiness and tempo of operation. If NSD Subic didn't exist, if we had to pull back just to Guam, the logistics pipeline would lengthen and costs to the fleet and the service would at least double." □

King is a photojournalist assigned to 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.



A lot of work goes into the identification, selection and packing of items to be sent to the fleet from NSD Subic.



Bearings

Medical reservists get hands-on shipboard training



Medical reservists from the Norfolk area recently got to tour the amphibious assault ship, USS *Iwo Jima* (LPH 2), for *Response '89*.

The 140 guests were shown the medical facilities, including the intensive care unit and troop ward, the weapons systems, flight deck, bridge, the combat information center and one of *Iwo Jima's* damage control repair lockers.

To wrap up the first day of training, the reservists were shown some of the damage control equipment and watched how it was used during a fire

drill. The second day of training the reservists were lectured on medical subjects dealing with the administrative side of a ship's medical department.

A mass casualty drill was next. Reservists helped transport the "victims" from *Iwo Jima's* flight deck to the hangar bay and then treated the victims' "wounds."

Iwo Jima's medical officer, LT J.F. Centonze said he felt the reservists were able to learn a lot over a short period of time. ■

A reservist secures a "victim" for transport during a mass casualty drill.

— Story and photo by JOSN Paul C. Rhyner, Public Affairs Office, USS *Iwo Jima* (LPH 2).

An 'Apple' a day keeps the paper away

Computer networks. In today's world of business, they are an integral part of moving information, and indirectly, products, to help a particular business function more efficiently. But a network on a battleship?

Yes. The battleship USS *Missouri* (BB 63) is now in the final stages of installing a computer network (known as *Missouri Network* or "MONET") throughout the ship in an effort to

streamline operations on board and to possibly create a "paperless battleship for a paperless Navy."

"We don't expect to be entirely paperless, but MONET will help," said LCDR Jim Bancroft, the coordinator of the network.

According to Bancroft, the idea for a paperless Navy was first explored in the early 1970s. Experts determined what a Navy frigate's weight would be if all shipboard paper, manuals and regulations were replaced by a computer network.

"It was calculated that if the frigate were computerized, the ship's weight would change drastically, allowing for more weapon systems and the storing of more ammunition, which in turn would greatly increase the mission capabilities of the frigate," he said.

"I'm looking at this with a lot of

curiosity," said Operations Specialist Seaman Thomas Seals, a member of *Missouri's* new ON division. "What we're doing here is going to set a precedent, a test bed if you will, to see if this system will be instituted on other ships in the Navy."

The network, made up of Macintosh and Zenith (QC) computers, has been installed in many of the ship's work centers. Utilizing new software, such as QuickMail, an electronic mail program, offices can communicate with each other via computer screens, rather than sending memos.

The system is also giving hands-on experience with the latest computers to sailors who might not otherwise get it. As technology advances, *Missouri* will be better able to manage time and money with the added benefit of man-hours saved through MONET's use. ■

The *Missouri Network* streamlines administration.

—Story by JOSN Gary Price, Public Affairs Office, USS *Missouri* (BB 63).



Photo by PHAN Brad Dillion

'Dear Abby' plays matchmaker for *Coral Sea* sailor

A six-month overseas deployment aboard a Navy ship can mean a trying separation from spouses and friends for most sailors.

Thanks to "Operation Dear Abby" and some well-written letters, just the opposite was the case for Photographer's Mate 3rd Class John Frakes aboard USS *Coral Sea* (CV 43). He's now enjoying a romance sparked during *Coral Sea's* 1987-88 Mediterranean deployment.

Kathy McQuiston, of New Castle, Pa., wasn't looking for a pen pal. She was talked into sending Frakes a letter by a friend who had reached him with one of eight Christmas cards.

This began a flurry of mail between the soon-to-be couple.

May 6, 1989, marked nearly 18 months since Frakes received a brief note from Kathy, and it was the couple's wedding date.

Each Christmas, "Dear Abby" asks her readers to send letters to service people who can't be in the United States for the holidays, in an effort dubbed "Operation Dear Abby."

"I really like to meet new people through the mail," Frakes said. He enjoyed it so much that he responded to more than 1,500 cards and letters during that 1987-88 holiday season. "I had no idea that letter writing could

end up in marriage, though," he said, laughing.

A one-day visit was planned between Kathy and Frakes over Easter and was extended to a week. The couple's relationship grew with more writing, phone calls and occasional visits.

With another Mediterranean deployment coming up, the couple needn't worry about lack of communication. Writing each other should come as second nature. ■

—Story by J0SN Paul B. Wallen Jr., USS *Coral Sea* Public Affairs Office.

Navy baby greets the world while underway

When most newborns come bouncing into the world, relatives pace nervously in a hospital waiting room. When Rebecca Kaye Hampe came bouncing into the world, 30 sailors performed a similar pacing routine at the shelter at Merry Point Landing, Pearl Harbor, Hawaii.

Rebecca's mother, Ocean Systems Technician 2nd Class Jami Hampe of Command Oceanography Systems Pacific, glanced out the window of her Ford Island home towards Pearl Harbor and recalled the "blessed event."

At 3:30 p.m. on April Fools' Day, Hampe and her 22-month-old son, David, were at a park close to their home. "Around 4 p.m., I felt sharp contractions and told David we needed to go home," she said. By the time they got home, the contractions were close to five minutes apart. Jami started making telephone calls for help and found that the Ford Island doctor had just left the island. She finally called the island quarterdeck,

where LTJG Thomas O'Dowd quickly made the necessary arrangements.

Since the Halawa Ferry was on the Pearl Harbor side of the bay, the ambulance sped toward Ford Island's Alpha Landing where a small boat was docked for the 5:30 p.m. passenger run. The boat was "hijacked" and departed for Pearl Harbor's Merry Point Landing at 5:23 p.m.

Hampe's contractions quickened. About halfway across the bay, it was obvious the baby wasn't waiting to reach shore.

At 5:36 p.m., an 8-pound, 3-ounce bundle of joy took her first peek at the world from a Navy small boat.

The sailors at Merry Point Landing finally stopped their pacing when HM3 Tod Bohlman, who assisted with Rebecca's delivery, carried the baby to the ambulance. "I heard clapping and shouts of, 'Is it a boy, or girl?'" Bohlman said. "I shouted, 'It's a girl!'"

And from inside the boat, Jami, in a tired but elated voice shouted, "and her mother wears Chukka boots." ■



U.S. Navy photo
—Story by JO1 Gayle Colasurdo, Naval Station Pearl Harbor, Hawaii, PAO.

Bearings

Texas cadet named top academic achiever for '89

Cadet LCDR Shawn Manley, a senior at William P. Clements High School in Sugar Land, Texas, was recently named winner of the Joseph C. Gilliam Academic Achievement Award as the top Naval Junior Reserve Officers Training Corps student for 1989.

The south Texas scholar is an honors student with a "straight-A" grade point average and currently ranks 25th in his senior class of 690 students. Manley is the NJROTC unit's company commander, a na-

tional merit scholar semi-finalist, a member of the national honor society and was a first place winner in academics at the Blue Bonnet military skills meet. He is the unit's academic team and pistol team commander and is a member of the color guard drill team.

"Shawn Manley is simply unequaled in intellectual capacity, moral character and integrity," said Clements High's NJROTC naval science instructor, W.P. Lyons, a retired Navy captain.

The Gilliam award, presented annually by the Chief of Naval Education and Training, goes to the number one NJROTC student among the 30,000 cadets in the program. The late Joseph C. Gilliam, former director of CNET's NJROTC program, devoted his life to pursuing academic achievement.

CNET oversees 237 NJROTC units nationwide. Along with a plaque and the acknowledgment of being the nation's top NJROTC student, Manley received a check for \$1,000. ■

Cuban-American CO leads *Michigan's* Blue crew

The sea has always played a central role in CAPT Henry F. Herrera's life. Some of his fondest childhood memories were of the times he spent at the beaches in Miami Beach, Fla., learning how to swim with his grandfathers, and how to deep-sea sportfish in his uncle's motorboat. Years later, the sea still plays a central role in Herrera's life. He is now the commanding officer of USS *Michigan* (SSBN 727) (Blue). Herrera is the first Cuban-American naval officer to reach the pinnacle of his profession within the Navy's third generation fleet ballistic missile program, known as *Trident*.

"There's not a better job in the Navy. I've got a talented wardroom, chief's quarters and crew behind me. We were recently presented the Navy League's award for the top *Trident* submarine crew," said Herrera.

As commanding officer of a *Trident* crew, Herrera wields an awesome responsibility within the military services today, because the nation's "national defense rests squarely on our performance," said Herrera.

"Our strategic missile submarines

form the strongest leg of the nuclear deterrent triad, which also includes the Strategic Air Command bombers and the land-based ICBMs," he said.

"It is our excellence in performance and our superior record that will deter nuclear war, because our potential enemies know how good we are. We're a mobile platform that, once submerged, will remain undetected."

A large part of his daily effort on patrol is devoted to ensuring that his 157-man crew is prepared to carry out its strategic mission. He plans and monitors shipboard training evolutions, including casualty drills, and shares his own experiences of command when it sheds light on shipboard operations.

"I've completed 22 years of service," he said. "And, for about 19 years I've been the guy training other people." A graduate of the Naval Academy Class of '66, Herrera chose the submarine force and nuclear propulsion program because of its career opportunities and monetary incentives.

Following submarine school in New London, Conn., and nuclear propulsion training in Mare Island, Calif.,

and West Milton, N.Y., Herrera reported to USS *James K. Polk* (SSBN 645) (Blue) in March 1968. His first skipper, then CDR Pete Durbin, encouraged him to stay in beyond his initial four years of active service.

"We had gone through an arduous six-month period, during which time we had two major examination failures, so it was a painful time for the crew," he said. "But, it was his frank talk that convinced me the Navy needs good people, and if he thought highly of me, then I figured I should stick around and continue on in my assignments." Herrera believes that a naval officer needs to take the time to enjoy the work — a philosophy he has tried to instill in his officers.

"There are times when command isn't fun, when the weight of the job is heavy on the commanding officer's shoulders," he said. "But, whenever possible, we have fun and enjoy what we're doing. Maybe that's why we've been so successful." ■

—Story by JO1 Walter A. Rekoski, Nav-Subase Bangor, Wash.

Grade school students become 'Bullfrogs' for a day

For more than 60 children from Sherwood Elementary School, Pensacola, Fla., it was "show-and-tell" time at Helicopter Combat Support

Squadron 16 in Pensacola. Sherwood Elementary School was adopted last year by the "Bullfrog" squadron. The visit gave squadron members an op-

portunity to explain HC-16's role in the naval aviation community and provided the children with a first-hand look at helicopters.

After a brief welcome by the squadron's skipper, CDR D.G. Sedivy, the fifth-graders were broken up into groups and escorted through squadron spaces. In addition to learning about flight gear and aircraft maintenance, many of the students had the opportunity to try on flight helmets, sit in the helicopter cockpits and pretend they were flying rescue missions over vast areas of oceans. ■

—Story and photos by JO2 Dean Persons, Public Affairs Office, HC-16 Naval Air Station, Pensacola, Fla.

HC-16 sailor passes out sample earplugs during his squadron's visit.



He may be Navy, but he's just a cowboy at heart

For some people, it's a houseful of cats or a garage lined with gleaming classic cars. But for LT Bill Morgan, it's a stable brought to life with the sound and smell of horses that gives him a kick.

Ever since he was a boy, Morgan has hankered after horses. Growing up in a small town in Indiana that still doesn't have a stoplight, he loved working with his grandfather's horses. During high school, Morgan trained quarter horses, led trail rides and took care of horses at Cleffty Falls State Park at Madison, Ind.

However, it wasn't until last year when he reported to the Naval Weapons Systems Training Facility in Boardman, Ore., that Morgan was able to acquire a few of his favorite things. Today he has nine horses, four of which recently had colts.

On good days, Morgan goes to work on horseback. "I get up at 4 o'clock



LT Bill Morgan

when I ride the horse, usually my stallion, Chicaros Vaqueres," Morgan

said. "It's a two-hour ride each way, and I start work at 7 a.m."

There is no "rush hour" in this part of the country, and Morgan cuts across the bombing range with only jack rabbits and coyotes for company.

In winter though, he chooses more conventional transportation.

"When it's 20 degrees out in the morning, it's hard to get motivated to ride on a horse," Morgan said. But when spring comes Morgan commutes on horseback again.

With young horses to saddle break and a great job with great people (even though it's out in the middle of nowhere) Bill Morgan is quite certain he has found his little bit of heaven on earth. ■

—Story and photo by Eileen Brown, Editor of Crosswind, NAS Whidbey Island, Oak Harbor, Wash.

Bearings

Forrestal CPOs make new dads' wait worthwhile

Sitting in the prospective fathers' waiting room at the Navy hospital in Jacksonville, Fla., the daddy-to-be now has something to do besides sit and think about the delivery of a new child.

The fifth-floor room was recently fixed up by the Chief's Mess from USS *Forrestal* (CV 59). A brand new television and a book shelf loaded with short-story books donated from the Mayport Naval Station and *Forrestal* libraries were added to keep nervous fathers-to-be busy.

According to Master Chief Aviation Boatswain's Mate (SW) Jerry G. Kollarik of the air department, the idea to "remodel" the waiting room came up after he and *Forrestal*'s Command Master Chief, Boatswain's Mate (AW) Jerome Schulman, saw how it compared to a waiting room on another floor.

"Schulman's daughter was in the

hospital having a baby on the fifth floor," said Kollarik. "And my wife was in the hospital at the same time on the seventh floor. We went up and down visiting each other. We noticed the waiting room on the seventh floor was much nicer than the one on the fifth floor, which had no TV, magazines or books. That's when we thought of the idea."

Kollarik, V-2 division's leading chief petty officer, and Schulman were not alone in the project. They were joined by Master Chief Machinist's Mate Larry Smart of *Forrestal*'s air department, Chief Religious Program Specialist Daniel Mayes of the religious ministries department, BMC Finley Johnston of the deck department and Chief Aviation Ordnanceman Stephen Crume of the weapons department.

Just to be sure they covered all customers, the chiefs painted the top

half of the room pink and the bottom half baby blue.

Next, the chiefs mounted an aluminum wall shelf for a new 19-inch color television that they purchased specially for the new fathers. All the supplies were paid for by the CPO Mess's "Hearts and Flowers" fund, often used to buy plaques and gifts for departing chiefs and flowers for hospitalized family members.

The chiefs also added a plaque and two framed pictures of *Forrestal*, new curtains and the homemade bookshelf.

"We really care about our troops and people within our community," Kollarik explained. "This is just one way of letting people in the Jacksonville area know it." ■

— Story by JO3 Eric Stringer, Public Affairs Office, USS *Forrestal* (CV 59).

Attention to detail wins Thompson awards

Winners of the Navy's 1989 RADM William Thompson Awards for Excellence in Public Affairs were recently announced by the Navy Chief of Information.

The RADM Thompson awards, named after the first designated public affairs officer selected for flag rank, recognize the accomplishments of command public affairs programs and personnel — and encourages similar professionalism by other commands. The contest was judged in four categories: community relations, special events, internal communications and emergency activities — each having a "large" and "small" staff sub-category. Winners are:

Community relations, Chief of Naval Technical Training (large staff)

and Naval Hospital, Orlando (small staff).

Special events, Commander, Naval Base San Francisco (large staff) and Naval Medical Command, Southwest Region (small staff).

Internal communications, U.S. Naval Communication Area Master Station WestPac (large staff) and Fleet Combat Training Center, Atlantic (small staff).

Emergency activities, Chief of Naval Education and Training (large staff) and Commander, Fleet Air Mediterranean (small staff).

According to one Thompson award judge, LCDR Alan Dooley, the best entries were those that paid close attention to detail, demonstrated personal commitment and were the

result of effective planning.

The two winners in each category received a plaque and a letter of commendation — and the winning units' names were inscribed on a trophy permanently displayed in the Office of the Chief of Information.

Navy commands wishing to participate in future RADM Thompson awards programs can nominate programs that were in effect between January 1 and December 31 of the competition year to be considered.

For more information about the RADM Thompson awards, consult OpNavInst 5305.4D. ■

— Story by LCDR C.C. Estrada, Navy Internal Relations Activity, Alexandria, Va.

Stubborn triathlete starts late, finishes strong

Faster than a speeding bullet! More powerful than a locomotive! Leaps tall buildings in a single bound! Well, almost. LT Patricia Van Belle is the 1988 U.S. Military Sports Association Female Military Athlete of the Year for the Bremerton, Wash., area, where she is assigned to Naval Supply Center, Puget Sound. Many of her admirers (and that includes many of her competitors) consider her the closest thing the Navy has to "Superwoman."

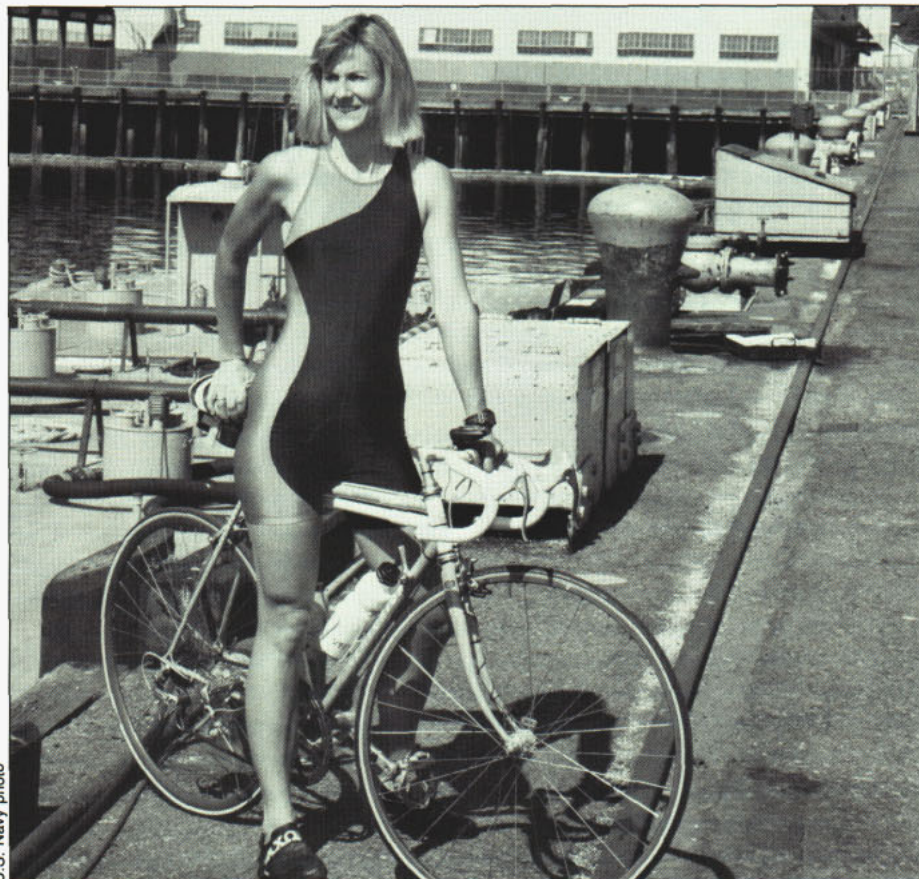
Van Belle started jogging when she was 24 years old and enjoyed the solitude and the physical exhilaration of running. It wasn't until she was 31 that she extended her physical activities to bicycling so she could see more of the countryside while she exercised. She immediately fell in love with that sport, too.

After watching women athletes compete in a triathlon, Van Belle decided to take up swimming as part of her physical fitness routine, though she didn't enjoy swimming as much as the bicycling.

"I was terrified of the ocean and didn't particularly like to swim, not to mention jumping into cold water," she said. She discovered, however, that if she applied herself, she might be able to compete successfully in triathlons.

Van Belle set up a very rigorous program to get herself in peak physical condition. She worked out twice a day, starting with Nautilus® exercises, stationary and regular bicycling, plenty of long-distance running and short-distance "interval" track workouts.

That ambitious training program paid off. At age 34, Van Belle has so far competed in three triathlon seasons. Her dedication to her exercise program during that period



helped her qualify for National Triathlon Championships — in each of the three seasons.

According to Van Belle, her two biggest accomplishments were placing first (in her age group) in the 1988 Washington State Triathlon Championship and taking second place in the 1988 Black Hills Triathlon in Olympia, Wash.

When not busy on the job as the Western Pacific procurement coordinator at NSC Puget Sound, Van Belle either works out or competes in various sports. All the hustle has kept Van Belle fit enough to score "outstanding" in all categories of the Navy's mandatory semiannual physical readiness test programs at her past two duty stations.

Van Belle said she would someday like to complete a marathon or two as part of her ultimate goal to participate in the Ironman Triathlon competition.

"I've learned to be successful by believing in myself," said Van Belle. "However, sometimes it takes someone else's conviction to help you attain that belief. My husband, who is also my coach, and several very close friends, convinced me that I can achieve my goals as long as I tell myself they are achievable — and, they are!" ■

— Story by Ed Edwards, Director of Administration and Public Affairs, Puget Sound Naval Supply Center, Bremerton, Wash.

Mail Buoy

Safety violations

As I opened the new issue of *All Hands* we received while in Istanbul, Turkey, on deployment, I was pleasantly surprised to see; on the inside of the front cover, a photo of two sailors in a paint punt painting the side of one of our "gator" ships. Publicity for the amphibious forces is very much appreciated.

The other very noticeable aspect of this photo is the blatant safety discrepancy of their not properly donning a kapok life jacket. Both sailors did not have their leg straps or neck collar ties fastened correctly.

Our sailors read your publication with great interest and it is a shame that they should see safety violations such as these and possibly get the impression that it is the "Navy way."

— CDR J.J. Adams,
Commanding Officer
USS *Spartanburg County* (LST 1192)

Yo, YOS!

In your March 1989 edition (Page 47), what does "Women-13 YOS" mean? Are you saying there is a difference in standards for retirement/continuation for men and women?

— LT Christina Moot
Naval Military Personnel Command
Washington, D.C.

• *According to sources at NMPC, Washington, D.C., this category of officers included only pre-DOPMA regular women officers or regular Nurse Corps officers who were serving in the grade of O-3 on Sept. 15, 1981. Those officers who twice failed to be selected for promotion were allowed to remain on active duty until June 30 of the fiscal year in which they completed 13 years of active commissioned service. As it turns out, only a handful of people fall into this category.* — ed.

Reunions

• **USS Fort Snelling (LSD 30)** — Reunion proposed. Contact Tom Mooney, 80 Sanford St., Hamden, Conn. 06514; telephone (203) 248-2981 (8 a.m. to 2 p.m. EDT)

• **Korean War 40th Anniversary** — The Navy Museum is seeking artifacts for its

40th anniversary display. Contact Oscar P. Fitzgerald, Director, The Navy Museum, Washington Navy Yard, Washington, D.C. 20374-0571; telephone (202) 433-4882.

• **USComSoLant/Unitas XXX** — Reunion proposed. Rio de Janeiro, Brazil. Contact LCDR Gene Okamoto, P.O. Box 4272, Point Mugu, Calif. 93042; telephone (805) 989-8094 or (Autovon) 351-8094.

• **USS Fessenden (DE 142)** — Reunion proposed. Norfolk. Contact Joe Kirsch, 424 Plummer Drive, Chesapeake, Va. 23323.

• **USS Ranger (CV 4)** — Reunion Sept. 1-2, Nashville, Tenn. Contact John Carey, 6832 Hamilton Circle, Olive Branch, Miss. 38654; telephone (601) 895-2408.

• **USS Clay (APA 39), and USS Elizabeth C. Stanton (PA 69)** — Reunion Sept. 1-3, LaCrosse, Wis. Contact John Brass, 403 East 330th St., Willowick, Ohio 44094-2829; telephone (216) 943-2079.

• **USS Salt Lake City (CA 25)** — Reunion Sept. 4-8, Denver. Contact Myron Varland, 458 Argos Circle, Watsonville, Calif. 95076.

• **Women Military Aviators, Inc.** — Reunion Sept. 4-8, Washington. Contact Capt. Marcelyn A. Adkins, 9130 Blarney Stone Drive, Springfield, Va. 22152; telephone (703) 569-9544.

• **USS Maryland (BB 46)** — Reunion Sept. 5-10, Denver. Contact Wayne Ring, 1478 LaCorta Circle, Lemon Grove, Calif. 92045; telephone (619) 469-3142.

• **USS Ludlow (DD 438)** — Sept. 6-8, Annapolis, Md. Contact Bob Javins, 537 Clark's Run Road, La Plata, Md. 20646; telephone (301) 934-8955.

• **USS Anzio (CVE 57)** — Reunion Sept. 6-8, Baltimore. Contact Paul W. Swander, 1741 North 10th St., Terre Haute, Ind. 47804; telephone (812) 234-3654.

• **Naval Mine Warfare Association** — Reunion Sept. 6-10, Louisville, Ky. Contact Herb Stettler, 3604 Greenleaf Drive, Santa Rosa, Calif. 95401; telephone (707) 545-8626.

• **USS Sterett (DD 407)** — Reunion Sept. 6-10, Philadelphia. Contact William Meyer, 11 Fieldstone Road, Levittown, Pa. 19056; telephone (215) 547-5563.

• **Mine Divisions One and Two** — Reunion Sept. 6-10, Contact Jack D. Stewart, P.O. Box C, Westport, Wash., 98595; telephone (206) 267-4221.

• **USS Curtiss (AV 4)** — Reunion Sept. 6-10, San Diego. Contact Frank Pavlu, 682 Medford St., El Cajon, Calif. 92020; telephone (619) 466-8618.

• **USS American Legion (APA 17)** — Reunion Sept. 7-10, Philadelphia. Contact John N. Zuella, 268 Scott Road, #9, Waterbury, Conn. 06705; telephone (203) 757-0478.

• **USS John W. Weeks (DD 701)** — Reunion Sept. 7-10, Williamsburg, Va. Contact Hal Gross, 29 Shoreview Drive, Yonkers, N.Y. 10710; telephone (914) 779-4879.

• **USS Boxer (CV/CVA/CVS 21, LPH 4)** — Reunion Sept. 7-10, Milwaukee. Contact Hank Wilson, 1301 North Kokomo, Derby, Kan. 67037; telephone (316) 788-4560.

• **Carrier Aircraft Service Unit 20** — Reunion Sept. 7-10, Portland, Ore. Contact Lloyd Norene, 8035 North Dwight, Portland, Ore. 97203; telephone (503) 283-2713.

• **USS Alcor (AR 10, AD 34)** — Reunion Sept. 7-10, Baltimore. Contact James Ruckles, 4301 Green Hill Road, Baltimore, Md. 21206; telephone (301) 325 6138.

• **96th Naval Construction Battalion** — Reunion Sept. 7-10, San Francisco. Contact Hazel Solarski, 130 Ravenhead, Houston, Texas. 77034; telephone (713) 944-2305.

• **USS President Jackson (APA 18), USS President Adams (APA 19), USS President Hayes (APA 20), and USS Crescent City (APA 21)** — Reunion Sept. 7-11, Dallas. Contact Bill Lindner, P.O. Box 4006, Virginia Beach, Va. 23454; telephone (804) 340-8551.

• **USS Hunt (DD 674)** — Reunion Sept. 8-9, Lansing, Mich. Contact Al Bailey, 85 Van Liew Ave., Milltown, N.J.; telephone (201) 828-0796.

• **USS Cor Caroli (AK 91)** — Reunion Sept. 8-10, Denver. Contact Lee Bergfeld, 609 S. Ridge Ave., Steelville, Ill. 62288.

• **USS Pyro (AE 1, AE 24)** — Reunion Sept. 8-10, Dubuque, Iowa. Contact Paul Simon, 52 Bluff St., Dubuque, Iowa 52001; telephone (319) 583-9985.

• **USS Coghlan (DD 606)** — Reunion Sept. 8-10, Portland, Ore. Contact Pat Tanquary, 147 N. Fiji Circle, Englewood, Fla., 34223.

• **USS Thornhill (DE 195)** — Reunion Sept. 8-10, Tannersville, Pa. Contact Henry Cetkowski, Box 531, Rural Route 2, Titusville, N.J., 08560; telephone (609) 737-1727.

• **USS Melvin R. Nawman (DE 416)** — Reunion Sept. 10-13, Avon Lake, Ohio. Contact Leonard Allen, 1969 Frames Road, Baltimore, Md. 21222; telephone

(301) 284-0409.

• **USS Elizabeth C. Stanton (AP 69)** — Reunion Sept. 10-14, Norfolk. Contact Sherman O. Dickson, 802 Christine St., Houston, Texas. 77017; telephone (713) 643-9439.

• **USS Harding (DD 625, DMS 28)** — Reunion Sept. 11-14, Sheboygan, Wis. Contact G. Taylor Watson, Box 13A, McDaniel, Md. 21647; telephone (301) 745-9725.

• **Destroyer-Escort Sailors Assoc., Inc.** — Reunion Sept. 11-15, Charleston, S.C. Contact Destroyer-Escort Sailors Assoc., Inc., Box 680085, Orlando, Fla. 32868-0085; telephone (407) 290-5594.

• **USS Weber (DE 675)** — Reunion Sept. 11-15, Charleston, S.C. Contact Joe Retcho, Box 9071, Hollywood, Fla., 33084.

• **USS Samuel S. Miles (DE 183)** — Reunion Sept. 11-15, Charleston, S.C. Contact Charles Markham, 22311 Swan Road, #311, South Lyon, Mich. 48178; telephone (313) 437-5295.

• **USS Marsh (DE 699)** — Reunion Sept. 11-16, Charleston, S.C. Contact John F. Cullinan, 2920 Karen Drive, Chesapeake Beach, Md., 20732; telephone (301) 257-6322.

• **Navy Mail-Postal Clerks** — Reunion Sept. 11-16, San Diego. Contact Maynard L. Hamilton, 5501 Seminary Road, #1109, Falls Church, Va. 22041; telephone (703) 845-5428.

• **USS Trinity (AO 13)** — Reunion Sept. 12-16, Branson, Mo. Contact Henry F. Holmes, 5005 Faraon St., #111, St. Joseph, Mo. 64506; telephone (816) 232-2072.

• **USS Converse (DD 509)** — Reunion Sept. 12-17, Minneapolis, Minn. Contact Patti Thompson, 2824 4th Ave. South, Great Falls, Mont. 59405; telephone (406) 452-8800.

• **USS Russell (DD 414)** — Reunion Sept. 14-16, Lancaster, Pa. Contact W. Singleterry, 4544 62nd St., San Diego, Calif. 92115; telephone (619) 582-1337.

• **USS Nassau (CVE 16)** — Reunion Sept. 14-16, New Orleans. Contact Sam A. Moore, 10320 Calimesa Blvd., Space 221, Calimesa, Calif. 92320; telephone (714) 795-6070.

• **USS Otus (AS 20/ARG 20)** — Reunion Sept. 14-17, Denver, Colo. Contact Robert G. Berkey, 1428 S. Quitman St., Denver. 80218; telephone (303) 934-0406.

• **USS The Sullivans (DD 537)** — Reunion Sept. 14-17, Buffalo, N.Y. Contact Charles L. McCarty, 1420 Seabreeze St., Clearwater, Fla. 34616; telephone (813)

461-5316.

• **VR 24** — Reunion Sept. 14-17, Duluth, Minn. Contact Pete Owen, 24633 Mulholland Highway, Calabasas, Calif. 91302; telephone (818) 348-4056.

• **USS Wasp (CV 7)** — Reunion Sept. 14-17, Las Vegas, Nev. Contact Emory H. Wilson, 8515 Durham Court, Springfield, Va. 22151; telephone (703) 978-8893.

• **USS Charles Carroll (APA 28)** — Reunion Sept. 14-17, New Orleans. Contact Milton C. Smith, Jr., 1818 Crescent Drive, St. Joseph, Mo. 64506; telephone (816) 279-8728.

• **USS Princeton (CVL 23)** — Reunion Sept. 14-17, Denver. Contact Sam Minervini, 251 Marlboro Road, Woodbridge, N.J. 07075; telephone (201) 935-6125.

• **USS Mobile (CL 63)** — Reunion Sept. 14-17, New Orleans. Contact George W. Trenchard, Box 34, S. Parliman Road, Lagrangeville, N.Y. 12450.

• **USS Quincy (CA 71)** — Reunion Sept. 14-17, St. Louis. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861; telephone (401) 728-3063.

• **USS Manchester (CL 83)** — Reunion Sept. 14-17, St. Louis. Contact Frank E. Helfenberger, 13340 19th Ave. N.E., Seattle, Wash. 98125-4115; telephone (206) 365-7455.

• **USS Taussig (DD 746)** — Reunion Sept. 14-17, Norfolk. Contact Vincent Esposito, 7 Astronomy Lane, Levittown, N.Y. 11756; telephone (516) 579-4449.

• **USS Tillman (DD 641)** — Reunion Sept. 14-17, Annapolis, Md. Contact Bill Wenzel, 2185 Beaumont Ave. N.W., Massillon, Ohio 44646; telephone (216) 833-5809.

• **USS Thorn (DD 647)** — Reunion Sept. 14-18, Horseheads, N.Y. Contact John W. Shook, 222 Scott Lane, Horseheads, N.Y. 14845; telephone (607) 739-9548.

• **USS McGowan (DD 678)** — Reunion Sept. 15-16, Norfolk. Contact Don Rogers, 30 Hurd St., Lynn, Mass. 01905.

• **CBMU 302 (Vietnam)** — Reunion Sept. 15-17, Tulsa, Okla. Contact David A. Cooper, Route 3, Box 7000, Bartlesville, Okla. 74003; telephone (918) 336-1214.

• **Fasron 118** — Reunion Sept. 15-17, Kansas City, Mo. Contact W.J. Kuhn, 3605 NE 48th St., Kansas City, Mo. 64119; telephone (816) 454-8376.

• **Navy ship LST 462** — Reunion Sept. 15-17, Chicago. Contact Lyle Johnson, 943 Fern Ave., Elmhurst, Ill. 60126; telephone (312) 834-5797.

• **USS Whipple (DD 217)** — Reunion

Sept. 16-23, Caribbean cruise. Contact Joe Russell, 3228 Iowa St., St. Louis, Mo. 63118; telephone (314) 664-1773.

• **USS San Diego (CL 53)** — Reunion Sept. 17-20, Las Vegas, Nev. Contact George H. Horton, Box 886, Clearfield, Utah 84015; telephone (801) 546-3157.

• **USS Gambier Bay (CVE 73), Air Group VC 10** — Reunion Sept. 18-24, Milwaukee, Wis. Contact Charles Heintz, 8239 St., Route 119, Maria Stein, Ohio 45860.

• **USS Dyson Association** — Reunion Sept. 20-23, Charleston, S.C. Contact E. B. Fulkerson, Box 182, Route 14, Johnson City, Tenn; telephone (615) 282-1236.

• **Battle of Ormoc Bay — USS Sumner (DD 692), USS Moale (DD 693), USS Cooper (DD 695)** — Reunion Sept. 20-24, Norfolk. Contact Russ Catardi, 513 County Line Road, Hatboro, Pa. 19040.

• **USS Cooper (DD 695)** — Reunion Sept. 20-24, Norfolk. Contact Gene Bickers, 128 Piney Bend, Portage, Ind. 46368; telephone (219) 762-7999.

• **USS Dunlap (DD 384)** — Reunion Sept. 20-24, Oklahoma City, Okla. Contact Archie Pineda, 2117 N. Warren Ave., Oklahoma City, Okla. 73107; telephone (405) 948-6185.

• **USS Laws (DD 558)** — Reunion Sept. 21-23, Chicago, Ill. Contact Harold Reich, 271 Braddock Drive, Melrose Park, Ill. 60160; telephone (312) 345-8237.

• **USS Selfridge (DD 357)** — Reunion Sept. 21-23, Springfield, Mo. Contact C.E. Chambers, 551 East Jefferson Ave., Lake Charles, La. 70605; telephone (318) 477-1567.

• **USS Patterson (DD 392)** — Reunion Sept. 21-24, Horse Shoe, N.C. Contact Carl B. Allison, Turnpike Road, Route 2, Box 326A, Horse Shoe, N.C. 28742; telephone (704) 891-9504.

• **USS Dixie (AD 14)** — Reunion Sept. 21-24, Scottsdale, Ariz. Contact J.E. Robbins, 8555 E. Turney Ave., Scottsdale, Ariz. 85251.

• **USS West Point (AP 23)** — Reunion Sept. 21-24, Norfolk. Contact John E. Daniel, 3728 S. Fuller, Independence, Mo. 64052; telephone (816) 252-3822.

• **USS A.J. Luke (DE 577)** — Reunion Sept. 22-24, Norfolk. Contact Robert Atkinson, 2114 Ginter St., Richmond, Va. 23228.

• **VMF 218** — Reunion Sept. 22-24, Anaheim, Calif. Contact R.B. Robison, 2162 Wellington Ave., Santa Ana, Calif. 92701; telephone (714) 542-2818.



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